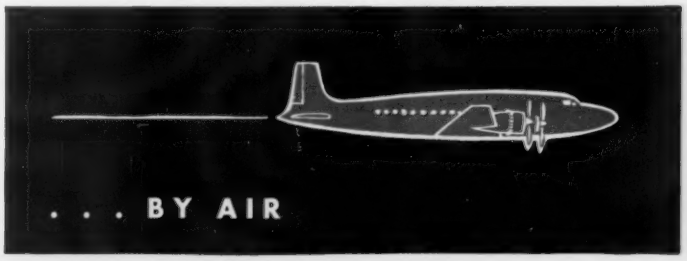
DISTRIBUTION AGE

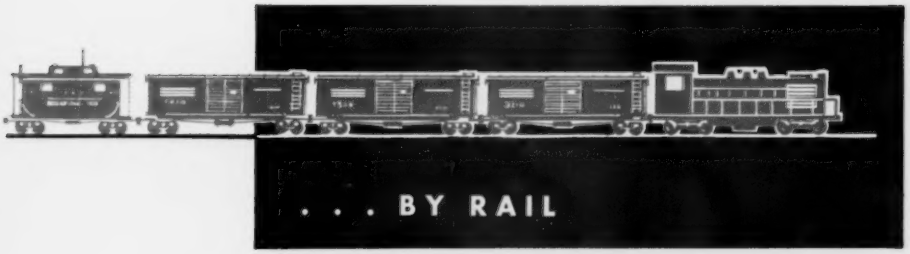
The Magazine of Physical Distribution

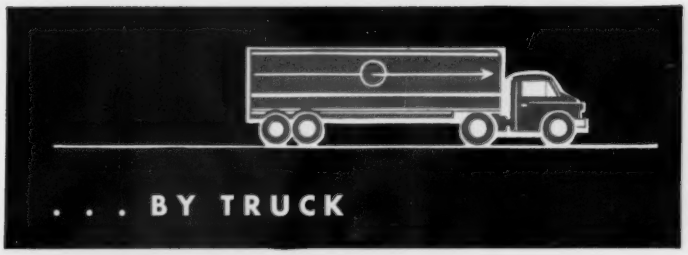
TRANSPORTATION
WAREHOUSING
MATERIALS HANDLING

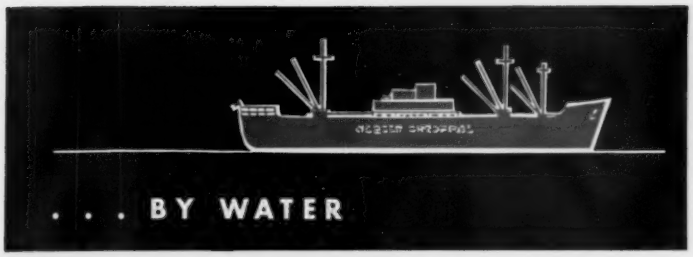
A CHILTON PUBLICATION

OCTOBER 1960









Transportation Annual

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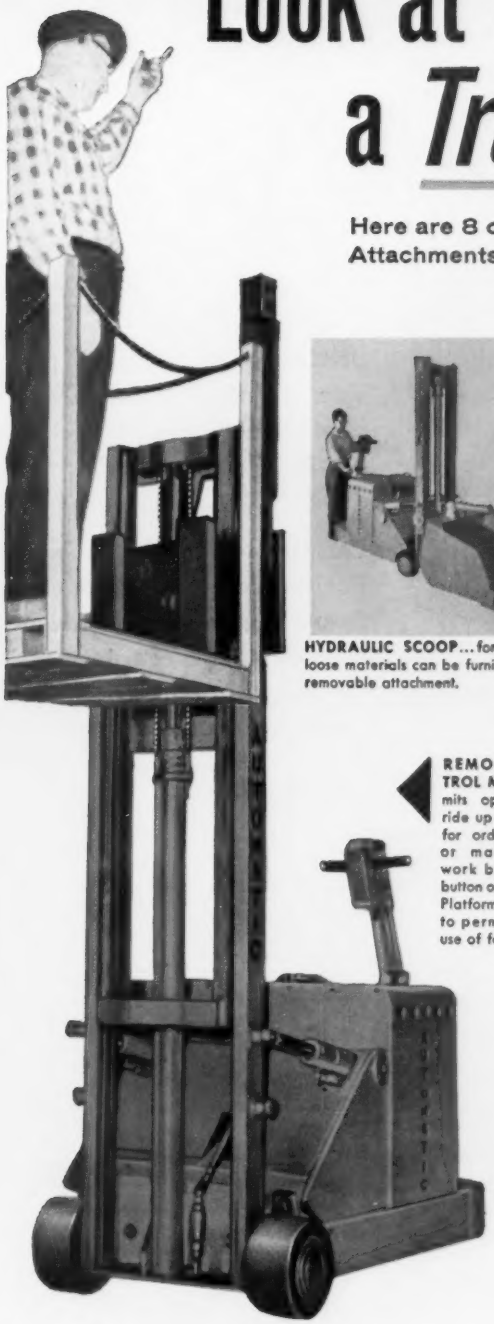
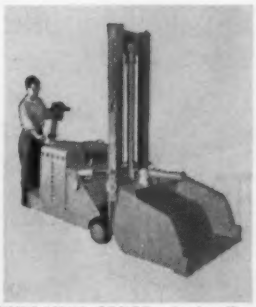
Look at all these things a *Transporter* can do!

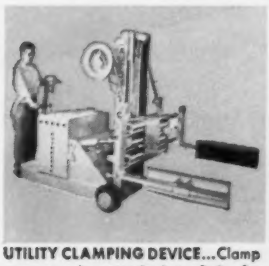
Here are 8 cost-cutting ways Automatic's Standard Attachments can turn Transporters into Specialists



These specially designed standard attachments can add job flexibility to your Transporter Stacker. Now, a variety of jobs can be performed at considerable cost savings.



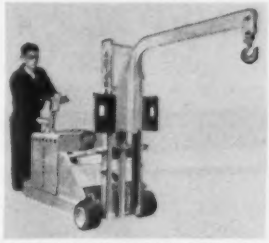
HYDRAULIC SCOOP...for handling loose materials can be furnished as a removable attachment.



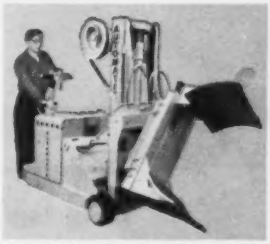
UTILITY CLAMPING DEVICE...Clamp arms can be attached to forks for handling cartons, etc. Clamp arms can be removed to handle pallets.

MECHANICAL GRAVITY DRUM DUMPER...Removable attachment to fit on forks.

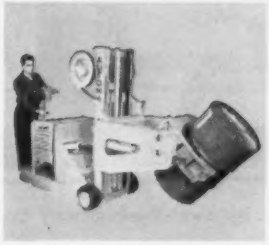
REMOTE CONTROL MAST permits operator to ride up and down for order picking or maintenance work by pushing button on carriage. Platform folds back to permit normal use of forks.



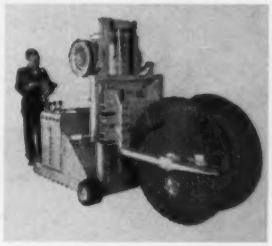
GOOSENECK CRANE ATTACHMENT...for items too bulky or too irregular in shape to be palletized.



REVOLVING PAPER ROLL CLAMP ...handles rolls vertically or horizontally...revolves 360° right or left.



HYDRAULIC DRUM HANDLER... picks up and carries any standard drum ...180° controlled forward dumping.



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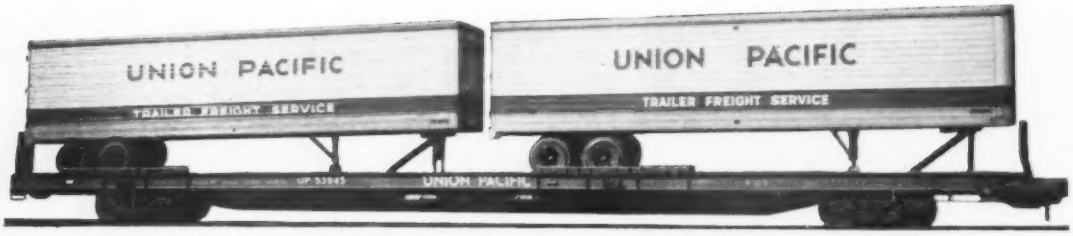

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DISTRIBUTION AGE

Vol. 59, No. 10 **OCTOBER 1960**

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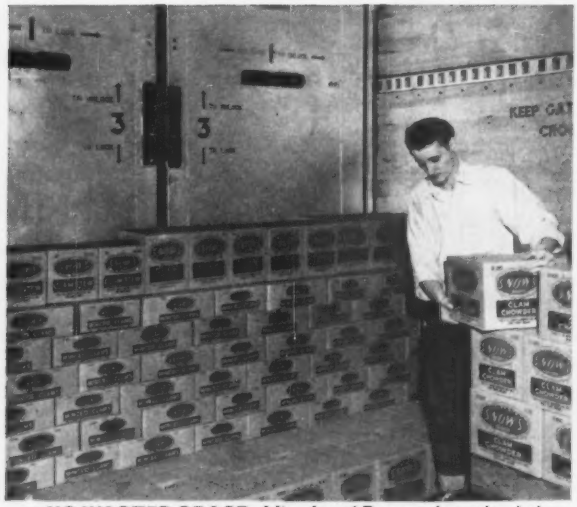
P-S Compartmentizer

From ocean floor to warehouse door, it's smooth sailing for...

SNOW'S CLAM PRODUCTS

ADJUSTABILITY. One man easily handles Compartmentizer gates which move on roller bearings and can be locked at 1½" intervals to hold load tight. Individual locking handles insure positive, easy action. Compartmentizer gates open flat and out of the way against sides of car.

FAST AND EASY LOADING. B-end loading begins just as soon as car side door and Compartmentizer gates are opened. With the Compartmentizer there are no loose parts to move, no headroom restrictions, no interference with manual or mechanical loading equipment.



NO WASTED SPACE. After A and B car ends are loaded and P-S Compartmentizer gates closed, center section lading is fully protected between gates. Compartmentizers always offer maximum protection, with no extra dunnage, no guesswork and minimum manpower.

SHIPPER ACCEPTANCE. Mr. G. R. Pendergrass, Snow's Portland representative, checks condition of A-end load upon car's arrival. Although lading consisted of many different sizes of cases (an added invitation to damage), there was no damage whatever.

Protects Canned Goods Saves Manpower Hours

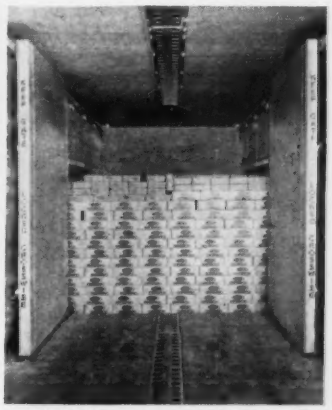
400,000 lbs. of clams each day! That's the average catch of the F. H. Snow Canning Co., Inc., in North Atlantic off-shore waters. Volume and quality have made Snow's Clam Products popular favorites the country over. "We always try to ship 100% P-S Compartmentizer," says H. A. Bucklin, Traffic Manager at Snow's Pine Point, Maine, headquarters. "Compartmentizer-equipped cars protect our shipments from damage and reduce lading handling man-hours."

This is another user who speaks from experience. In 1959, Snow shipped 121 P-S Compartmentizer-equipped cars—all containing canned goods and nearly all handled under stop-off privileges. "Our use of P-S Compartmentizer-equipped cars has practically eliminated damage claims," says William Kleb, manager of Snow's Wildwood, N. J., plant. "Before we specified P-S Compartmentizers, our damage was high and the cost of claims tremendous."

The accompanying photographs illustrate a typical Snow cross-country transload and stop-off shipment, from Wildwood, N. J., to Seattle. This particular car—P-S Compartmentizer-equipped UP 499477—was loaded with 2435 cases (77,585 lbs. load weight). The doorway portion was transloaded at Reno. With the balance of the load still protected behind sealed Compartmentizer gates, the car then moved to Portland, Oregon, where a stop-off was made and the A-end unloaded. With the next consignee's lading still safely stowed behind B-end gates, the car moved to final destination, Seattle. Here, too, the load was found in claim-free condition . . . not a single case damaged!

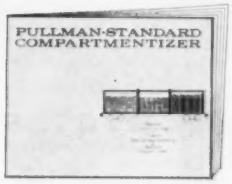
ASK FOR THEM BY NAME . . . COMPARTMENTIZER-EQUIPPED BOX CARS! The following shipper-conscious carriers now have P-S Compartmentizer Cars in operation:

- Atchison, Topeka & Santa Fe
- Baltimore & Ohio
- Bangor & Aroostook
- Central of Georgia
- Chesapeake & Ohio
- Chicago, Burlington & Quincy
- Chicago Great Western
- Chicago & North Western
- Fruit Growers Express
- Great Northern
- Merchants Despatch Transportation
- Milwaukee Road
- Minneapolis & St. Louis
- New York Central
- Norfolk & Western
- North American Car Corp.
- Northern Pacific
- Pacific Fruit Express
- Pennsylvania
- St. Louis Southwestern
- Seaboard Air Line
- Southern Pacific
- Texas & Pacific
- Union Pacific
- Western Pacific



PERFORMANCE PROOF. Illustration at left shows last of 700 cases for Seattle being loaded in the B-end. At right is this same B-end lading as P-S Compartmentizer gates were opened at Seattle. Car had traveled 3,987 miles via PRSL, PRR, IC, UP, SP, and UP from New Jersey to Washington State with only minor lateral shifting of load. Opposite end of car held 740 cases that were unloaded at Portland. Center area contained 995 cases transloaded at Reno. All arrived at their destinations in 100% perfect condition.

ASK FOR THIS NEW BOOKLET. Shows how P-S Compartmentizer reduces damage claims, speeds loading and unloading, cuts shipping costs. Sixteen pages of interesting and profitable reading.



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EXCLUSIVE MONOTROL CONTROL SYSTEM—Performance proved on Hyster cushion tire trucks—now available on pneumatics.

FAST, SAFE HANDLING—Driver's right foot controls acceleration—forward-reverse. Left foot controls *braking*—truck *inching*. Hands free for full-time steering and load control.

EASIEST TRUCKS TO DRIVE—Monotrol with Hystamatic transmission means more production per manhour—reduced driver fatigue.

CALL your Hyster dealer for a demonstration.

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P. O. Box 847 Danville, Illinois

CHUTING THE NEWS

MHI Central States Show Set For Nov. 1-3 at Louisville

Two major events of this year's materials handling calendar will take place in Louisville, Ky., Nov. 1-3, at the Kentucky Fair and Exposition Center.

The Material Handling Institute, Inc., will present its Central States Show and the American Material Handling Society, Inc., will hold four Technical Conferences around the theme "Progress Through Knowledge." Some 1000 men from the materials handling industry are expected to attend the conferences.

Region 4 of the AMHS is the Conference sponsor. Thirty-three speakers will cover various phases of materials handling and protective packaging.

U.S. Public's Transportation Bill Hit $92 Billion in '59, TAA Reports

The American public spent nearly $92 billion for passenger and freight transportation last year, according to the Transportation Association of America.

This figure, which includes both for-hire and private carriage, represents about 19 per cent of the nation's total output of goods and services. It exceeds by $9 billion the transportation bill for 1958.

The TAA Research Division broke down the freight bill this way: Total expenditures amounted to nearly $42 billion. Of this $27 billion bought urban and intercity highway transportation service. Railroads received $9.5 billion. Expenditures for water transportation were $2.4 billion with another billion being spent for petroleum pipeline service.

The nation's passenger bill amounted to nearly $50 billion. Of this total, private automobiles accounted for over $43 billion. Intercity commercial carriers—air, bus, and rail—were paid $3 billion. Local transit lines received $2.3 billion.

—DA—

There were 959 vessels of 1000 gross tons and over in the active oceangoing U. S. merchant fleet on June 1, 1960, one more than the number active on May 1, 1960, according to the Maritime Administration, U. S. Department of Commerce.

—DA—

I'm sure you must have noticed DA's new cover this month. But did you realize that the DA "package" was redesigned not only on the outside but also inside. This issue is held together without staples. Pages should open wider and stay open with less effort. We like it. How do you like it? Why not write to the editor telling him how you like the change?—The Staff.

(*Please Turn Page*)

Restricted Commodities Via Piggy-Back

The Chicago and North Western Railway Co. is the first railroad to win AAR authorization to handle highway tank trucks loaded with "restricted" commodities in piggy-back service. The railroad association's Bureau of Explosives conducted a series of tests with tank trucks mounted on flatcars. In-the-yard and road tests were made. This opens the door for Plan I and Plan III movement of tank trucks by rail. Restricted commodities include flammable or volatile acids or petroleum products and tank trucks of LP gas

Chuting the News . . .

(Continued from Preceding Page)

Class 1 Railroads Ask General Increase In Freight Rates to Meet Rising Costs

An across-the-board increase in railroad freight rates will be filed with the ICC by the nation's Class 1 railroads.

In announcing the request the chief traffic officers of the carriers said that no percentage increases of any kind are sought. In addition, the increases are "the smallest that have ever been sought."

The increase is broken down in the following way:

Line-haul rates on all commodities on which rates are quoted in cents per 100 lb are to be increased one-half cent per 100 lb if the present rates are 65 cents and under. The increase will be one cent per 100 lb where rates exceed 65 cents. Coal and lignite are exceptions to this provision.

Rates which are quoted on a ton basis also will be increased. The rate will go up 10 cents per net ton and 11 cents per gross ton on rates not exceeding $13. When the rate is higher than $13 per ton, the increase would be 20 cents per net ton and 22 cents per gross ton.

On most rates quoted per car the increase would be $3. Exceptions range from a $2 increase on fruits and vegetables to a $5 increase on wood. Piggy-back rates will be increased in the same proportion as other rates.

The first general increase since 1958, it is intended to meet increasing costs, the traffic officers said.

—DA—

Highway User Taxes Top $5 Billion

State highway user taxes set a new record during 1959. Federal Highway Administrator B. D. Tallamy has announced collections of more than $5.1 billion. This was a gain of 8.3 per cent over the 1958 figure. Motor-fuel taxes (net adjusted) produced $3,265,000,000. Registration fees brought in $1,449,000,000. Other motor-vehicle and carrier fees produced $377,000,000.

—DA—

Science Points to Transport Unity, Allen Tells Academy

All of the new scientific discoveries are leading toward a unity of transportation, according to John J. Allen, Jr., under secretary of commerce for transportation.

Allen, speaking before the Transportation Conference of the National Academy of Sciences, said that diversity was a part of the development stage for the various modes of transport. However, it is no longer the main emphasis of scientific work in the field.

Among the discoveries bringing unity are new sources of power, new developments in vehicles and service devices, new methods of systems control, and new processes of management. Application of all these elements can be extended to all modes, giving emphasis to transportation as a single function.

As an example Allen mentioned atomic energy to power ships, aircraft, locomotives, and highway vehicles. New freight containers are designed for use interchangeably, he said.

Edward V. Kiley, director of research for the American Trucking Associations, Inc., told the Academy's National Research Council that a new standard of transportation measurement is needed.

He said that the new standard must measure time, safety of cargo, and the related value of transportation to overall manufacturing and marketing. He called the ton-mile "inadequate as a means of measuring relative transportation service."

ATA Group Suggests Standard For Transport of Perishables

New standards for preserving the quality of frozen foods while in transit have been proposed by an ATA committee.

The group, the Committee on the Transportation of Perishables by Motor Freight, will present this standard to the Frozen Foods All-Industry Coordinating Committee.

Under the proposal, vehicles used in such service would be equipped with a combination of insulation and mechanical or other refrigerating facilities which would maintain temperatures of 10 deg F or lower. An uninterrupted period of two and one-half hours would be allowed for loading trailers. For each additional hour that the loading takes, two degrees will be added to the basic allowance of 10 deg.

—DA—

$2.9 Billion in U. S. Funds Available to States for Roads

Secretary of Commerce Frederick H. Mueller has announced that $2,873,613,000 in federal funds will be available to the states for highway work during the fiscal year of 1961.

The 1960 figure for this purpose was $2.7 billion while the similar figure for 1959 was $3.2 billion.

CONTAINERSHIPS OPEN ATLANTIC COAST SUPER SEAWAY—The New Yorker and Floridian are the new containerships placed into operation along the New York to Jacksonville, Fla., route by Erie and St. Lawrence Corp. There are two sailings weekly from each end of the run. Each ship holds 190 metal containers, 8 ft in height and width; 158 17 ft-long containers; 32 half containers; and 50 automobiles on deck. Arrival: Third day

Eastern Railroads Reduce Rates on Pallet Return

The Eastern Railroads have established a mileage scale of rates on used pallets, platforms, and skids, subject to minimum weights of 15,000, 20,000 and 30,000 lb.

This scale provides for the economical return of pallets without accumulating 40,000 lb, the minimum weight formerly prescribed. Reductions in cost to the shipper at 15,000 lb range up to 36 per cent at 250 miles. For example, for 300 miles a 15,000 lb shipment under the 40,000-lb minimum would cost $1.44 per cwt. The new rate is 97 cents. At 600 miles, the former rate was $2.03 and the new rate is $1.43.

—DA—

Fibre Box Association Plans For 21st Annual Meeting

The Fibre Box Association will meet October 11 and 12 at the Waldorf Astoria in New York.

In announcing the 21st Annual Meeting, President Clarence F. Smith outlined features of the program. The first day's program will cover the marketing phases of the industry. On the second day, Bengt Samson will report on the corrugated box business in Sweden. He is managing director of the Swedish Corrugated Box Association.

Low-Cost Air Freight by July Is Predicted at Sixth Annual Conference

Low-cost air freight service will be a reality by next July.

This is the prediction of Frank B. Lynott, of The Flying Tiger Line. Lynott, a speaker at the Air Freight Cargo Conference held recently in Chicago, forecasted rates at least 40 per cent below existing rates.

The swing-tail Canadair CL-44 is credited with making this reduction possible. This plane will have direct operating costs of 4 cents a ton mile. Flying Tiger's present fleet has a cost of 9 cents a ton mile.

The speaker warned cartage men that low rates in the air would call for reductions in pick-up and delivery rates.

Emery Johnson opened the conference by pointing out that air freight was in an era of unprecedented opportunity. Capacity has been increased tremendously by the conversion of planes for cargo work. These planes, only two years ago, were the finest in the airlines' inventory. Johnson was general chairman of the conference.

John T. Thompson, general manager of the Distributor Products Division, The Raytheon Corp., spoke on his company's distribution system.

An exhibit of air freight ground handling equipment was held in connection with this year's conference.

(*Please Turn to Page* 12)

—DA—

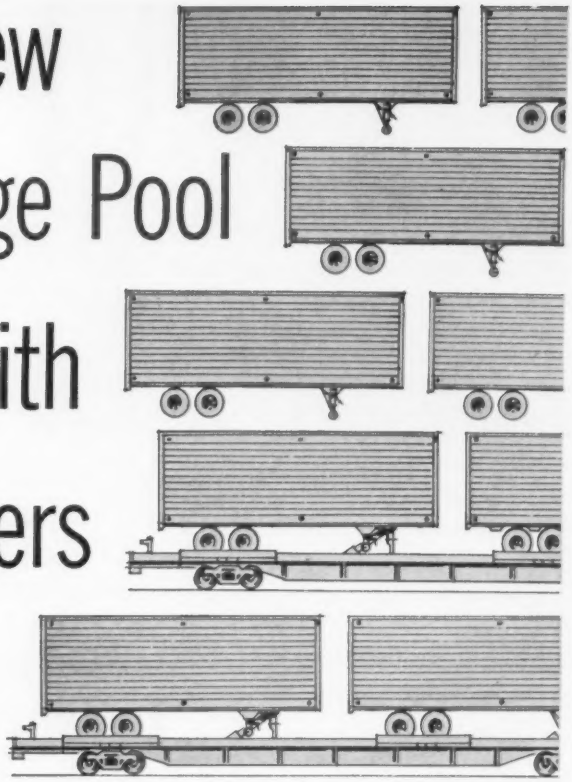
Intercity freight tonnage hauled by truck during May of this year was 1.8 per cent less than the volume hauled in May 1959 the American Trucking Associations reported. May truck tonnage was 1.6 per cent above that of April 1960. The 416 reporting carriers, more than one-third of all general freight carriers, transported 6,421,540 tons as compared with 6,537,934 tons in May 1959 and 6,318,250 tons in April 1960.

—DA—

Pallet Users' Conference

The Second Annual Western Pallet Users' Conference will be held at the Statler-Hilton Hotel in Los Angeles, Nov. 17-18. Under sponsorship of the National Wooden Pallet Manufacturers Association, it will feature talks by industry leaders on pallet pools, maintenance, and purchase.

T. I. P. – the new Trailer Interchange Pool for piggyback – with payment for trailers keyed to usage!



T.I.P., the Trailer Interchange Pool, is a Rail-Trailer program that brings a vital new definition of efficiency to piggyback . . . with its dual-per-diem standard and flexible carrier interchange features which establish a cost application based on trailer use.

Here is a modern fleet of trailers ready for your immediate use, placed at strategic nationwide Pool Points. Under the T.I.P. dual-per-diem standard, full charges for trailers are made only when trailers are in use . . . and member-carriers, who have subscribed to a specified number of trailers, may place their idle trailers in the Trailer Interchange Pool for use by other members. When the trailers are so used, the daily charge is assumed by the user.

When traffic movements occur over the lines of two or more member-carriers, the daily trailer charge is paid to the Pool by the member-carrier in possession of the trailer.

Immediate economies of T.I.P. are apparent where traffic unbalance, irregular use of piggyback, or "peak" volume demand a flexible trailer equipment supply.

Check these other vital features of T. I. P.

- ✓ Trailers in sizes and styles to suit your needs
- ✓ Absorption of trailer damages over $100
- ✓ Nationwide tire replacement program
- ✓ Centralized collection and administration
- ✓ Relief from costly capital investment
- ✓ Elimination of licensing expense
- ✓ Fully tested preventive maintenance
- ✓ Financial resources for anticipated growth
- ✓ Network of convenient regional offices

Put T.I.P. savings to work for you—act now to join the Trailer Interchange Pool. *Get the full details from Rail-Trailer!*

Trailer INTER CHANGE Pool

. . . another giant step by Rail-Trailer®

"Pioneer in Piggyback"

221 N. La Salle St., Chicago 1, Illinois

9628

On the Line—

Everybody Wants to be a VP

During the past month we had some very interesting talks with experts in several fields—purchasing agents, materials handling engineers, marketing specialists, packaging designers, research and development scientists, personnel managers, traffic managers, and many other people with well-known as well as little-known job titles.

Naturally, each man believes that his function is very important to the company for which he works. Some of these people are active in their professional associations. All seem to be very ambitious.

One purchasing agent, for example, said, "Do you realize that purchasing agents in this country control the buying of over $500 billion in raw materials, equipment, and components?

"The old concept of purchasing by price chiseling and badgering is passé. We are in an area of materials management that considers future as well as present needs. It often means long-range commitments, obligating the company for millions of dollars.

"Such great responsibility should be handled only on the corporate level. As such, a purchasing executive should have top management status—specifically on the vice president level."

Then we'll listen to a marketing man who will say, "The lifeblood of any industry is marketing. Without markets, a company soon would go out of business.

"Salesmen always aim for the big name prospects, ignoring countless others whose buying collectively may amount to greater gross volumes. More than that, marketing seeks competitive advantages. It finds the reasons why people buy and why they don't. Using these reasons, it builds up a red hot sales pitch for the salesmen.

"Marketing sets production goals. It builds small business into large business. But, to be most effective, the marketing executive must have the authority to put his findings into action. He should have vice presidential status."

And so on and on. Each man in each group can think of dozens of high-powered reasons for being promoted to vice president. Wouldn't surprise us a bit if the shop's union steward could present the same kind of argument.

Maybe this is good. We are inclined to think it is not. We see the value of having key corporate functions represented at the company conference table. But, away from that table, we favor their integration into broader areas. This makes for good management.

Too many chiefs make good management very difficult. Worse, each chief tends to build a bigger tribe than the next. This is bad.

Liability Becomes An Asset

Every industry has experienced a certain amount of aches, pains, and confusion because of obsolescence of its equipment. In some cases, there have been serious financial problems until depreciation and tax write-offs could be taken.

Today, a paradox, almost without parallel, is developing in the air transportation industry.

The rapid acceptance of jet aircraft by the public has reduced bookings on the big piston engine planes. As a result, many of them have been idled. This has created a surplus of the propeller-driven craft—excluding, of course, the jet props.

A surplus of airplanes can be a real bad problem. The worst is the tie-up of millions of dollars from which no income is produced. An equally bad result is the loss of business.

To make matters worse, there is no "used market" for these airliners. There is a nice little business in remodelling smaller planes. But nobody, or hardly anybody, is shopping around for DC7s or superconnies.

But the problem has been solved. Those big airliners are being converted into all-cargo planes. Airline after airline, among the trunk lines, is quietly but rapidly engaged in such a conversion program. Even airlines that never solicited air freight have plans for going into this end of the business in a big way. And about a dozen foreign flag airlines are in the act.

This is an interesting switch of a liability, in a sense, to an asset. And the timing is in the airlines' favor. Air freight has been showing a steady gain. With more planes, more carriers, and more frequent service, the cargo end of the business should show a real boom.

A. E. Greene — EDITOR

smart truck users choose

NationaLease

the PREFERRED way to lease trucks

because it's national in experience and service - local in costs and controls

NationaLease supplies everything but the driver at flexible, local-level costs. On-the-spot management provides highest efficiency; full service, one-invoice truckleasing—the LEASE-FOR-PROFIT way.

NationaLease service doesn't add to your cost . . . it saves. Saves the capital and management time you now spend on trucks so you can put yourself—and your money—back into your own business.

Lease for Profit

Lease a new Chevrolet, or other fine truck, operate it as your own with no investment, no up-keep.

For facts about full-service, "Lease-for-Profit" truckleasing — and the name of your local NationaLease firm, write

NATIONAL TRUCK LEASING SYSTEM

Serving Principal Cities of the United States, Canada, and Puerto Rico

23 E. JACKSON BLVD., SUITE 610, CHICAGO 4, ILL.

Chuting the news . . .

(Continued from Page 9)

News Briefs

Two large containers of assorted electrical and electronic components loaded at Tokyo, were delivered by **Interstate Motor Lines, Inc.** to a wholesale distributor in Kansas City. Another first in directional loading and containerization shipping from the Orient. Ocean transportation was accomplished by **American President Lines.**

Clark Equipment Co. has established a new division, the **Clark Development Div.**, with responsibility for exploring and evaluating areas for possible Clark expansion.

The **Port of San Francisco** expects to turn the **State Belt Railroad** into a break-even proposition at an annual saving of about $136,000. This is the result of an agreement between the port and the **Southern Pacific, Western Pacific,** and **Santa Fe Railroads.**

The **International Marketing Institute,** under the auspices of the **Harvard Graduate School of Business Administration,** conducted a one-day seminar on the role packaging plays in marketing.

A new International "roll-on, roll off" trailership service between Florida and Central-America is being offered by **Sea-Highways, Inc.** The new marine and highway service will originate at Port Everglades, Florida, and connect with the Inter-American Highway through the port of Matías de Gálvez in Guatemala.

A two-day regional meeting of the **National Accounting and Finance Council of ATA** was held in Atlantic City, N. J.

About 55 foreign and American flag steamship lines have turned over documents concerning their operations to a district court grand jury investigating the ocean shipping industry for possible violations of U. S. Antitrust Laws.

Dr. Burton N. Behling, an economist with the **Association of American Railroads,** speaking to a transportation study seminar of the **National Academy of Sciences,** warned that the present reserve capacity of the nation's railroad is inadequate to meet a sudden emergency.

(Continued from Page 14)

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The world's most reliable automatic protection services against fire, burglary, holdup and other hazards.

ADT subscribers are proud to display this monogram on their premises. It is a promise to their employees, customers and neighbors that they have provided the most dependable and modern service available to protect their lives, their property and their jobs.

The reputation of this symbol stems from the unmatched efficiency of the organization behind it, the American District Telegraph Company. Superior *service* is responsible for this position of leadership. All ADT systems are regularly inspected, tested and always ready for reliable operation.

Is your property 99.99% immune to losses by fire or burglary? If not, call the ADT office listed in your telephone directory and find out how you can be better protected and (as is often the case) save money, too!

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A NATIONWIDE ORGANIZATION

ADT

Circle No. 4 on Card, Facing Page 144, for more information

Drug firm discovers a

prescription for curing warehousing headaches

MAKING THE ROUNDS. In a matter of minutes, Link-Belt in-the-floor Trukveyor travels through warehouse of Narco Drug Co., Inc., wholesale drug firm, St. Louis, Missouri. Operating mechanism is in the floor . . . out of the way, yet easily accessible for routine maintenance.

LINK-BELT Trukveyor system speeds and simplifies order-filling at Narco Drug Co., warehouse

You *CAN* have fast, efficient order-filling when you've got more than 20,000 different products . . . scattered over 16,000 sq. ft. of shelving! Narco Drug Co. proves it can be done with a Link-Belt in-the-floor Trukveyor system.

The Trukveyor moves swiftly through the warehouse . . . can convey 400 double-deck carts per hour. Carts are tagged with shelving code letters to alert stock pickers along the route. When orders are completed, carts are removed from Trukveyor at packaging department. Orders are checked and packaged, carts are returned to Trukveyor.

In *any* warehouse, Trukveyors mean speed in stock handling and efficiency in overall operation. They move merchandise quickly, safely, orderly . . . eliminate congestion, reduce physical effort, minimize errors and damage.

Link-Belt Trukveyors can be custom-tailored to practically any layout or capacity requirement. And all components are standardized and available from stock. For full details, contact your nearest Link-Belt office.

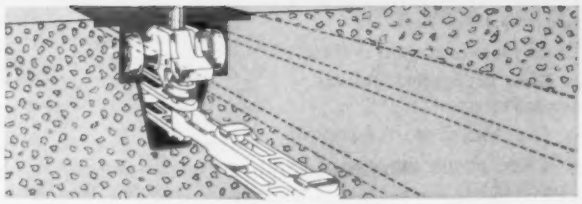
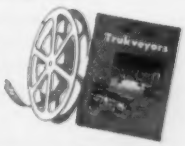


DIAGRAM of in-the-floor Trukveyor mechanism.

COLOR-SOUND FILM AVAILABLE!

Fifteen-minute, 16-mm film, "Pathway to Profits," shows Link-Belt Trukveyors in action . . . reveals how they solve handling problems, reduce costs. For film and Trukveyor Data Book 2497, *WRITE LINK-BELT EXECUTIVE OFFICES TODAY!*



LINK-BELT

IN-THE-FLOOR AND OVERHEAD TRUKVEYORS

LINK-BELT COMPANY: Executive Offices, Prudential Plaza, Chicago 1. To Serve Industry There Are Link-Belt Plants and Sales Offices in All Principal Cities. Export Office, New York 7; Australia, Marrickville (Sydney); Brazil, Sao Paulo; Canada, Scarboro (Toronto 13); South Africa, Springs; Representatives Throughout the World. 15,266

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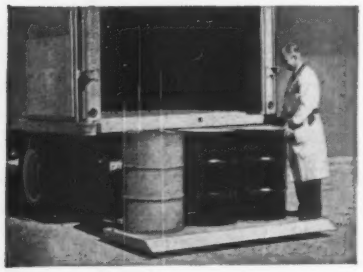
FOR FASTER, SAFER LOAD HANDLING:

WATSON W WEIGHTLIFTER

ELEVATING TAILGATES

* SERIES 1100 (1100 lb. capacity)
* SERIES 1300 (1300 lb. capacity)



FOR STAKE & VAN TRUCKS ¾ TO 2½ TONS

Check these important features:

* Power closing, automatic locking standard equipment!
* Single lever, single cylinder control!
* Greater capacity per pound of installed weight!
* Fast operation—full load lift to 45½" in 11 seconds (1100), to 51" in 13 seconds (1300).
* Added safety—maximum lowering rate positively controlled to prevent "crashing"; load stops instantly if lever is released; all platforms of safety plate.
* Low cost—only $584 for largest series 1100 model, $613 for series 1300 (f.o.b. Emeryville; you install—it's easy!)

WATSON WEIGHTLIFTERS also available for all pickups. Write today for free literature; please address Dept. 26.

WATSON

H. S. WATSON COMPANY 10

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Circle No. 6 on Card, Facing Page 144

. . . News

(Continued from Page 12)

News Briefs

The first scheduled all-cargo air freighter service direct from midwestern United States to key cities in Europe has been inaugurated by **Pan American Airways.**

Air Cargo Inspections Inc., New York, has been formed to provide inspection services for all airlines seeking to investigate claims of damaged air cargo and luggage. This company will maintain a staff of specially trained investigators having a thorough knowledge of air cargo.

Combining highway, sea, and rail movement, **The Florida East Coast Railway** has an arrangement with **Sea-Land Service, Inc.**, whereby demountable truck-trailers, brought into Jacksonville, Fla., by ship, are being piggybacked by rail to South Florida destinations.

A six-man American inland waterways delegation recently inspected Soviet port operations, shipbuilding, major locks and lock systems, and operations of research and training facilities. A similar Soviet group will tour this country as part of the U. S. State Department's cultural exchange program. The exchange is being coordinated by **The American Waterways Operators, Inc.**

The New York Central System inaugurated Super-Van Service between Boston, Worcester, Springfield, and Chicago on a fast freight schedule recently.

United Fruit has terminated its weekly sailings to Havana and Santiago, Cuba, from New York, Baltimore and New Orleans.

United Air Lines now offers overnight all-cargo flights from San Francisco to Chicago and New York. Cargoliner service is also offered between the Pacific Northwest and San Francisco.

Eastern Air Lines and **Valencia Baxt Express, Inc.**, of San Juan, Puerto Rico, are coordinating their air and ground transportation facilities to provide door-to-door pick-up and delivery service for air freight throughout the Commonwealth.

A new airplane type hydraulic cylinder, developed and tested by **The Bendix Corp.**, is being used successfully on railroad cars. The new cylinders are expected to reduce costly cargo damage and save railroads considerable dollars in claims.

American Airlines now offers transcontinental airfreighter service between New York and the west coast. Airfreight service also links United States and Mexico.

A million dollar expansion and development program has been announced by **North American Car Corp.** for its Sag Junction Terminal, located southwest of Chicago.

Folding cartons and plastics packaging problems were the subjects of two different seminars sponsored recently by **The Packaging Institute, Inc.**

An 80-acre Transportation Exhibit Section at the New York World's Fair will be developed and operated on a self-supporting basis by **The Port of New York Authority.**

World-wide commercial banking is added to **American Express Services** for U. S. firms here and abroad and for foreign concerns in their own countries. The service becomes part of a package that also includes foreign freight forwarding, field warehousing, overseas car rentals and a variety of travel and credit facilities.

A new ocean cargo documentation system which expedites cargo delivery at reduced labor costs has been developed by the **U. S. Navy Supply System.**

Truckmen in New York City are being offered by **Mercury Service Systems** a new service on air freight shipments which eliminates their trips to the airport while providing immediate payment to them of charges.

A cargo pact signed by **Delta Air Lines** and the **Railway Express Agency** enables shippers living in areas not served by airports to send their products directly by airfreight.

(*Please Turn to Page* 41)

AWA stands for integrity and competence in warehousing

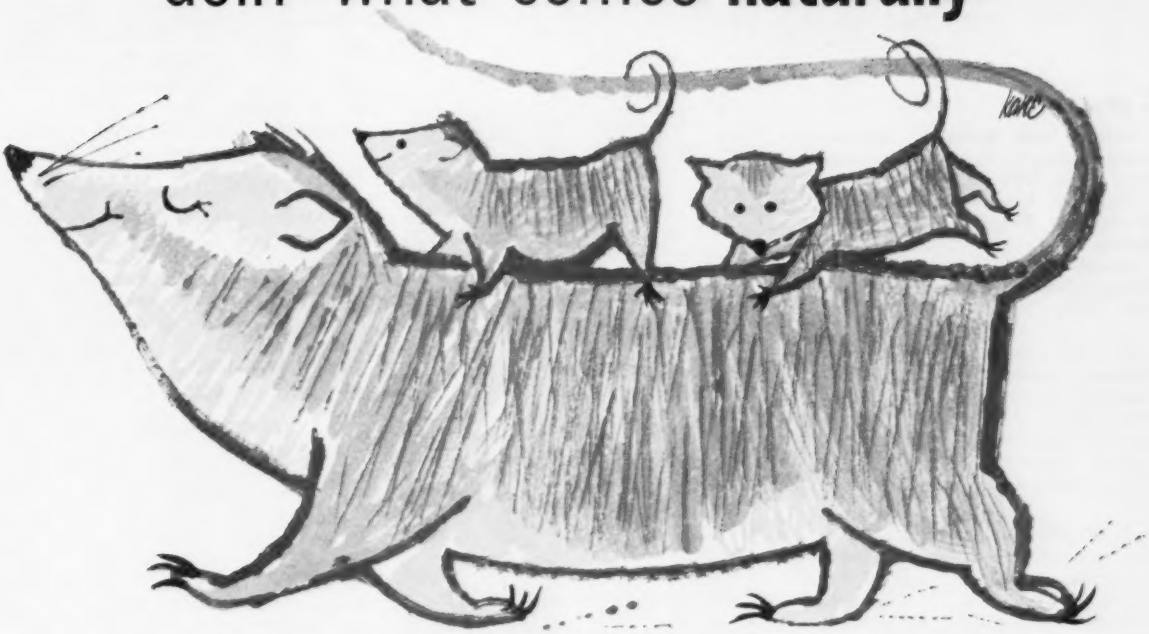
Look for the AWA Seal when you entrust your valuable merchandise to warehousemen . . . and rest assured you are dealing with reliable people. AWA members fully realize their legal and moral obligations as guardians of another man's property. Membership in this nationwide organization is based upon personal integrity, financial stability, and high standards of competence. Put your trust in AWA members.

AWA 512 Members Offering 1,273 Distribution Centers, Merchandise Warehouses & General Storage Facilities

American Warehousemen's Association

222 W. Adams St. • Chicago 6 • Randolph 6-5550

doin' what comes **naturally**

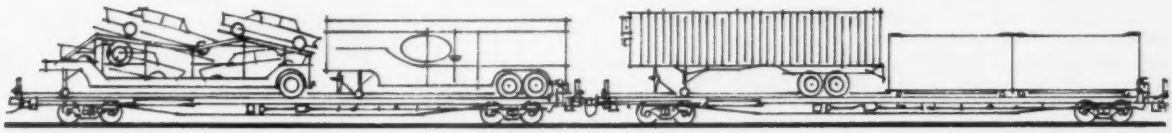


The G-85 was conceived and engineered exclusively for efficient piggybacking

Sure, you can piggyback on a converted flatcar. But this makeshift has many shortcomings. That's why General American developed a real piggyback car, the G-85.

The G-85 does an outstanding job. Securing the trailer is a one-man operation done from within the cab. Center guide rails assure automatic alignment. It loads and unloads faster, weighs less, carries more payload, carries containers, vans, auto carriers and trailers . . . in any combination. It gives better protection against shock, provides lower clearance, needs no expensive loading equipment—and is compatible with all other piggyback cars.

No other piggyback car gives you so many money-saving features. No other piggyback car costs so little in the long run. Get full information from your nearest General American office. In piggybacking, *it pays to plan with General American.*



Piggy-Back Division

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street
Chicago 3, Illinois

Offices in principal cities

Piggy-Back GENERAL AMERICAN TRADE MARK

Circle No. 7 on Card, Facing Page 144, for more information

Men in the News

Traffic

Charles McD. Gillan — appointed traffic manager, Harry T. Campbell Sons' Corp., Towson, Md.

Vernon C. Moss—promoted to traffic manager, Frigidaire Div., General Motors Corp.

George Pasch—new general traffic manager, General Cable Corp., New York City.

O. Denton Hudson — named transportation manager, Armour Agricultural Chemical Co., Atlanta, Ga.

J. Harold Wright—named manager, transportation development for the traffic department, General Foods Corp., White Plains, N. Y. **Jack M. Carter**—new manager, motor carrier transportation; **John W. Gilius**—manager, rail transportation; **Robert E. Fox**—manager, traffic services, and **Leonard V. Simms**—assistant to the director, distribution services.

Dr. Leon N. Moses—appointed director of research, Transportation Center, Northwestern University, Evanston, Ill.

Bernard H. Ways—new treasurer-assistant secretary of The Associated Traffic Clubs of America. Ways is vice president, Fleet Transfer Co., Baltimore, Md.

William E. Allen — named traffic manager, Milwaukee Crane Div., Novo Industrial Corp., Cudahy, Wis.

F. B. Cartlidge —appointed eastern general traffic manager, Colorado Fuel and Iron Corp., Trenton, N. J.

Col. Richard M. Ludlow—appointed director of services, Military Traffic Management Agency. This agency is responsible for the procurement of all commercial transportation for the movement of freight and passengers of the Armed Forces within the continental United States.

R. A. Gosline—now traffic manager, Rilco Laminated Products Div., Weyerhaeuser Co., St. Paul, Minn.

Transportation—Air

William H. Clarke — now staff supervisor, airfreight tariffs for American Airlines.

John M. Clampitt—appointed director of advertising, United Air Lines.

Jack Dicker — named general sales manager of recently - formed Packaging and Freight Div., Aircraft Dynamics International Corp.

—Highway

Finley S. Lake—named chairman, 1961 program committee of ATA Council of Safety Supervisors. Lake is safety director, Interstate Motor Freight System, Inc., Grand Rapids, Mich.

Thomas C. Farrel—general sales manager, Mercury Motor Freight Lines, Inc., St. Paul, Minn.

Gail H. Crawford—named chairman, newly created Motor Carrier Committee, Denver Chamber of Commerce. He is executive vice-president and general manager, Ringsby Truck Lines, Denver.

Fred S. Ball—promoted to sales manager in San Francisco, Calif., for Interstate Motor Lines, Inc.

John Barr—assistant director of safety, East Texas Motor Freight Lines, Dallas.

Frank H. Bond —new traffic representative, New England headquarters, Branch Motor Express, Providence, R. I.

M. D. Livengood — elected vice president-treasurer; **John L. Bunce**—vice president-secretary; and **Peter A. Kalloway**, assistant secretary-treasurer, Watson Brothers Transportation Co., Inc.

Gillis L. Kalb—safety director, Motor Cargo Div., Consolidated Freightways, Inc.

Joseph F. Sloan—promoted to general traffic manager and **Robert Gates**—assistant traffic manager, Denver Chicago Transport Co., Inc.

—Rail

Frank E. Barnett—elected director, Railway Express Agency, Inc. Barnett is vice president and Eastern general counsel, Union Pacific Railroad Co.

Harold E. Shipley—appointed Eastern Regional marketing manager, Railway Express Agency, New York City. **David E. Fackler**—named director, Advertising and Public Relations Div.

Edward J. Barrett—general manager, Industrial Development, The New York, New Haven and Hartford Railroad Co. His headquarters will be in Boston, Mass. **Bernard G. Pugar** — appointed general traffic agent, with headquarters in Detroit, Mich.

Larry L. Jones—new sales manager—trailers for the Sparton Railway Equipment Div., Jackson, Mich.

Harry L. Eddy—to head Transportation Library, Association of American Railroads, Washington, D. C.

Norman L. Schultz—named assistant freight traffic manager-rates, Rock Island Lines. **Don J. Smith**—general manager, the Alaska Railroad.

Arthur E. Baylis — named vice-president-marketing, Freight Marketing Dept., New York Central. **Wayne M. Hoffman**—new vice-president—freight sales, Freight Sales Dept. **William A. Newman**—named foreign freight sales manager. **Douglass Campbell**—New York Central vice-president, Chicago, placed in charge of railroad's Public Relations and Advertising Depts.

—Water

Peter Schauffler—new deputy director of commerce, Port of Philadelphia.

Hendryk S. Weeks—appointed assistant manager, Port of New York Trade Development Office in London, and **Louis F. Zwartverwer**—assistant manager of the port's Continental Trade Development Office in Zurich.

Frank B. Hawkinson—named manager, sales promotion, advertising and public relations, Sea-Land of Puerto Rico (Div. of Sea-Land Service), Port Newark, N. J.

Materials Handling—

John W. Carlson—assistant general manager, Allis-Chalmers Construction Machinery Div.

Harold O. Perlman — new sales manager, Industrial Div., Lathrop Paulson Co., Chicago.

Charles W. Massie, Jr.—vice president - sales, Clark Equipment International, C. A.

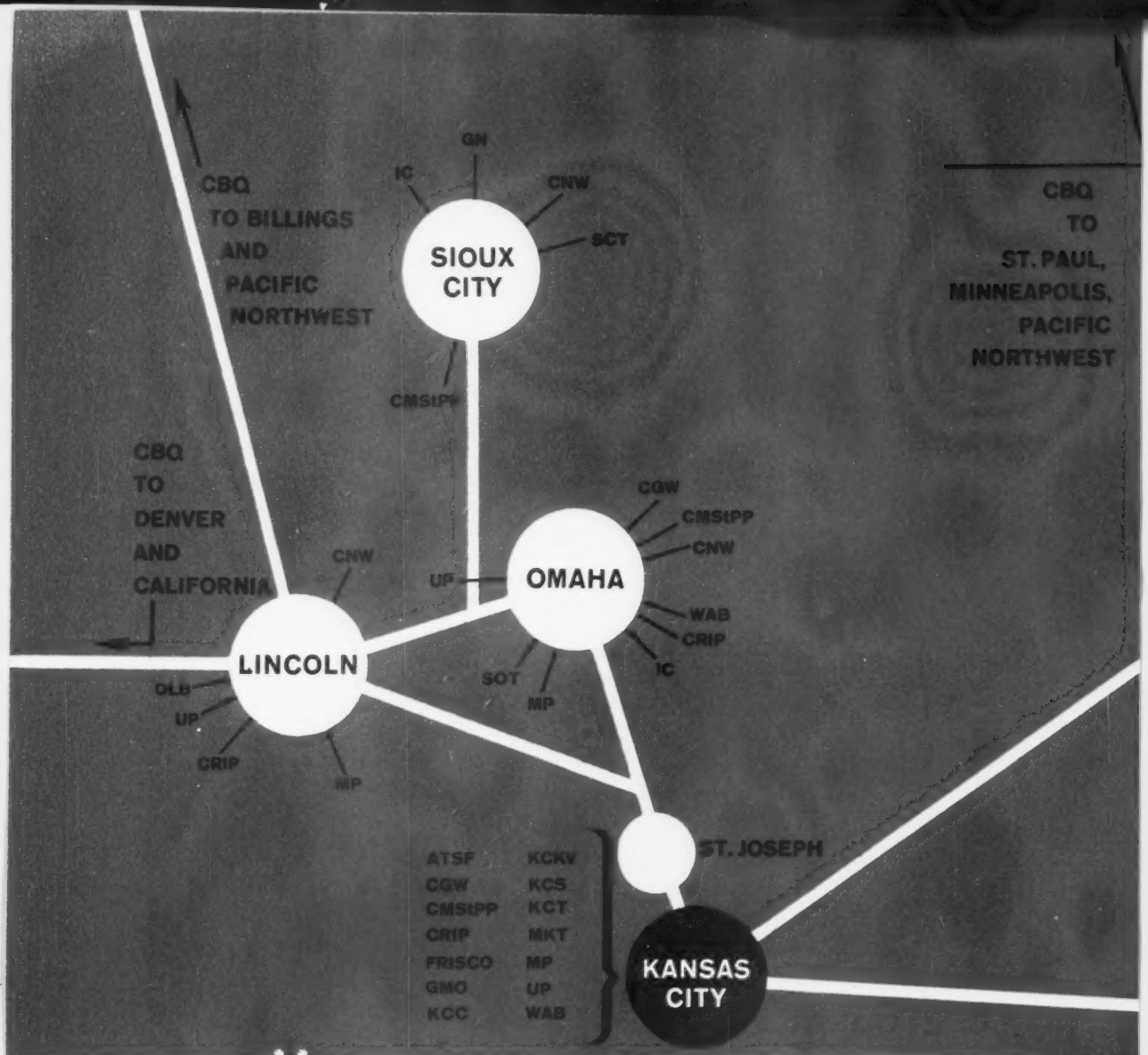
Obituary—

William J. Stebler—past president, General American Transportation Corp., died recently in Evanston, Ind.

John R. Horne—director of traffic, Ryder Truck Lines, Inc., Great Southern Div. died recently after a long illness.

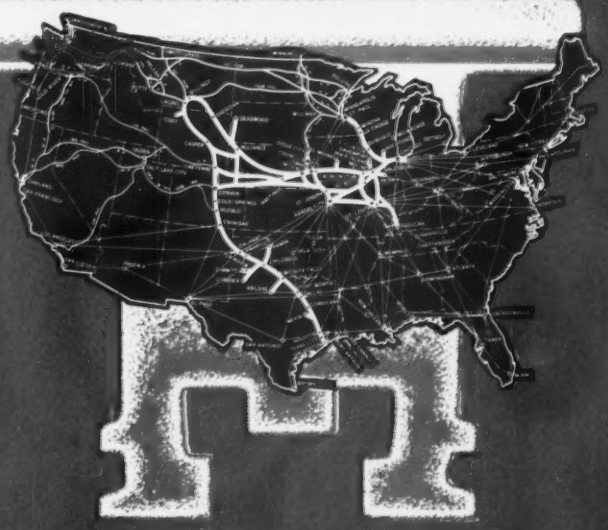
Burlington

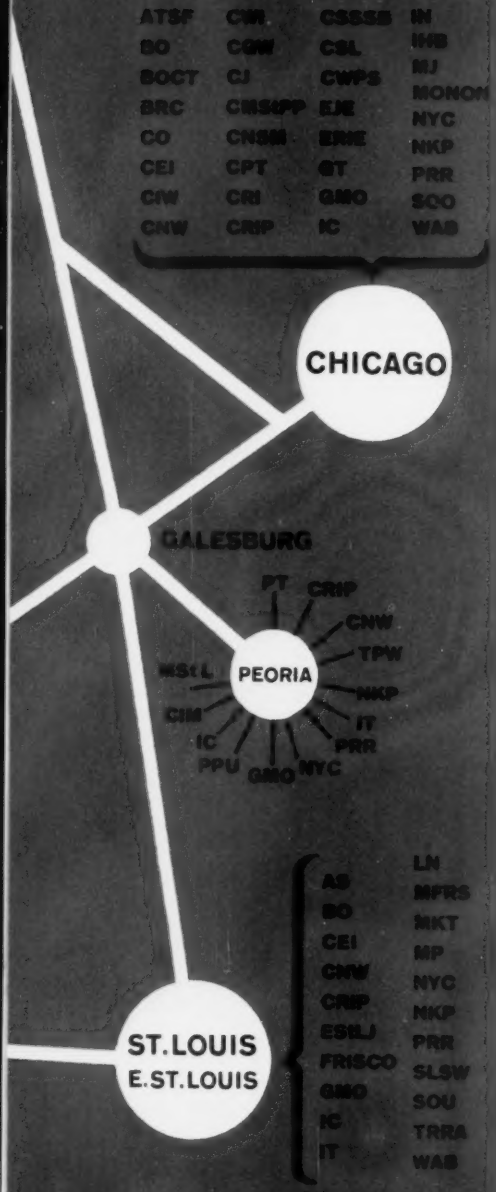
KANSAS CITY
gateway



next day DELIVERY

at KANSAS CITY
from Chicago,
St. Louis or Omaha





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TO	DELIVERY
Fort Worth—Dallas	Fourth morning
Houston—San Antonio	Fourth morning
Tulsa—Oklahoma City	Third morning

Corresponding schedules to and from intermediate points

Here's why SMART SHIPPERS specify Burlington to, from and via KANSAS CITY

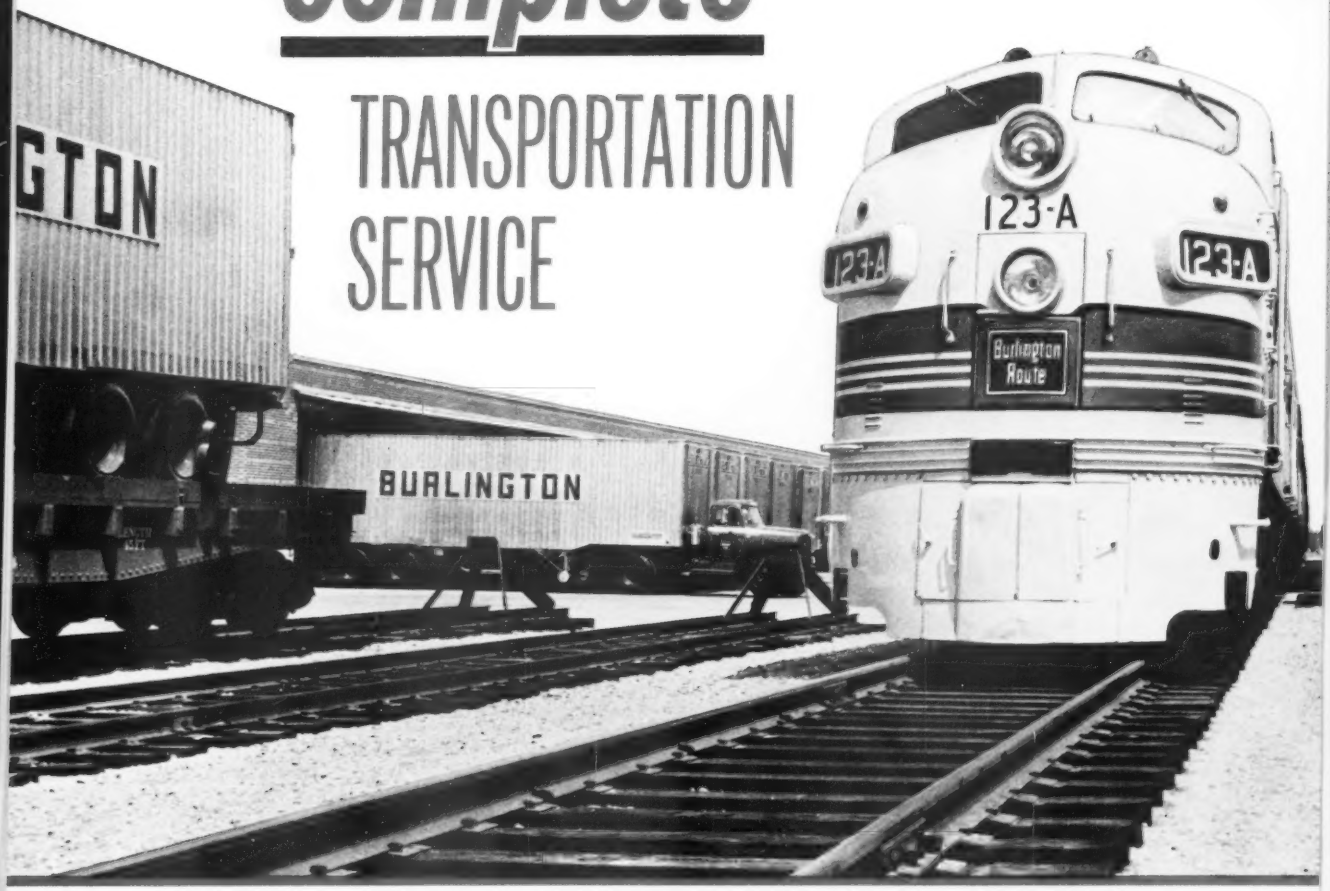
A glance at the map shows you why: Kansas City is at the heart of the nation. Radiating out from it are the transportation arteries of America. One of the greatest of these arteries is the Burlington... your best routing *to or from Kansas City.*

When you ship *via Kansas City*, you select a direct route to many markets. And when you specify *via Burlington*, you select a railroad with roadway, facilities and manpower which guarantee you prompt service, without unnecessary delay.

Remember: It's good business to ship *via Kansas City*...and *via Burlington!*

complete

TRANSPORTATION SERVICE



Whatever your freight transportation need—carload or less-carload movements, piggyback, over-the-highway trucking, or a combination of several types—the Burlington is ready, willing, and able to serve you.

From the Great Lakes to the Rockies... from the Canadian border states to the Gulf of Mexico... *you ship better when you ship Burlington.*

For helpful service, call your Burlington Freight Representative.

Burlington Route

BURLINGTON LINES

Everywhere West

Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway

WASHINGTON DA

By Neil R. Regeimbal, *Chilton Washington News Bureau*

TRUCK DEMURRAGE READIED — The ICC is sifting comments on a proposed new uniform truck demurrage rule. The proposal is aimed at ending the present variety of truck demurrage charges in the East. It was drafted by the truckers and is supported by the Eastern Industrial Traffic League. Major provisions would allow free time of from four hours for a truck of billed weight of 24,000 lb to six hours for one of 36,000 lb or more. Demurrage charges would run five dollars for each half hour over the free time, except when trailers are spotted by consignee or consignor without the carrier's power units or employes. Present demurrage charges are frequently not paid or collected. In some cases don't apply.

MILITARY STORAGE STEADY—Use of commercial storage space by the military agencies will remain about at present levels, Defense Department planners reveal. General purpose storage requirements, involving space for weapons, supporting goods, and spare parts, is slipping. This material is now stored almost exclusively in government warehouses, and the inventory is shrinking due to improved inventory management and changes in weapons purchasing.

RAIL PRODUCTIVITY RISES — Railroad workers are increasing in productivity, the U. S. Labor Department reports. Output per man-hour in terms of revenue traffic last year was 35 per cent higher than the base period of 1947, compared with 27 per cent higher the previous year. Output in terms of car miles for each employe was 39 per cent higher than the base period last year, compared with 33 per cent the previous year.

RAILS LOSE BIDS—Railroad efforts to win back business by lowering rates selectively are running into trouble. An ICC examiner has recommended that Plans III and IV piggy-back be found unlawful and unreasonable. They are used mostly by freight forwarders. In Plan III, the shipper provides all service except a flatcar; in Plan IV, even the car is supplied by the shipper. Examiner ruled they unfairly divert traffic from trucks, divert trade which railroads would probably get anyway, but at higher rates. (Earlier, another examiner had upheld Plan IV service, so the final outcome is in doubt.) In another recent action, an examiner ruled railroad "contract rates" were commendable but illegal under present antitrust laws and the ICC Act.

ROAD FUNDS READY — The Commerce Department is ready to pass out to the states the full $2.9 billion in federal highway building funds provided by Congress for the 12 months beginning July 1, 1961. This includes the $2.2 billion authorized by Congress for the 41,000 mile interstate highway system, and 75 per cent of the $925 authorized for primary, secondary, and urban (ABC) federal-aid roads. Apportionment of the rest of the ABC authorization will follow the final census count, on which distribution in part depends. Advance apportionment gives states time to plan the use of their funds.

LABOR LAW CLAMPS DOWN—Labor and management officials are feeling the bite of some sharp teeth in last year's Landrum-Griffin Labor Reform law. Government officials have already used the law several times to block union picketing practices outlawed for the first time by the new act. The U. S. Labor Department has filed a precedent-setting court suit under the Act to nullify a union election. Involved is a union representation election by employes of a major oil company, where both an independent union and the Teamsters Union sought to represent them. The suit charges proper election procedures were not followed.

RAISE GRAIN STORAGE — The government is going to increase its stocks of grain stored along the Eastern Seaboard to promote civil defense readiness. Most of the increase will be dumped into the government's mothballed ships. But use of commercial storage facilities will be increased about 5 per cent. Wheat stored in ships will be doubled to 30 million bushels. An increase of 20 to 25 million bushels of other types of grain is scheduled along the Eastern Seaboard from Virginia through New England in both government and commercial facilities.

DELAY UNION DUES PROTEST—Use of compulsory union dues for political purposes by unions will continue to be legal—at least until after the fall elections. The U. S. Supreme Court will hold more arguments on the controversy next fall, delaying a decision until sometime next winter. The case stems from a section of the Railway Labor Act which sanctions union shops in the rail industry. Six employes of the Southern Railway complained that a part of the union dues they are compelled to pay under a closed-shop contract are used to support candidates and political doctrines which they oppose. The Georgia State Supreme Court upheld the workers.

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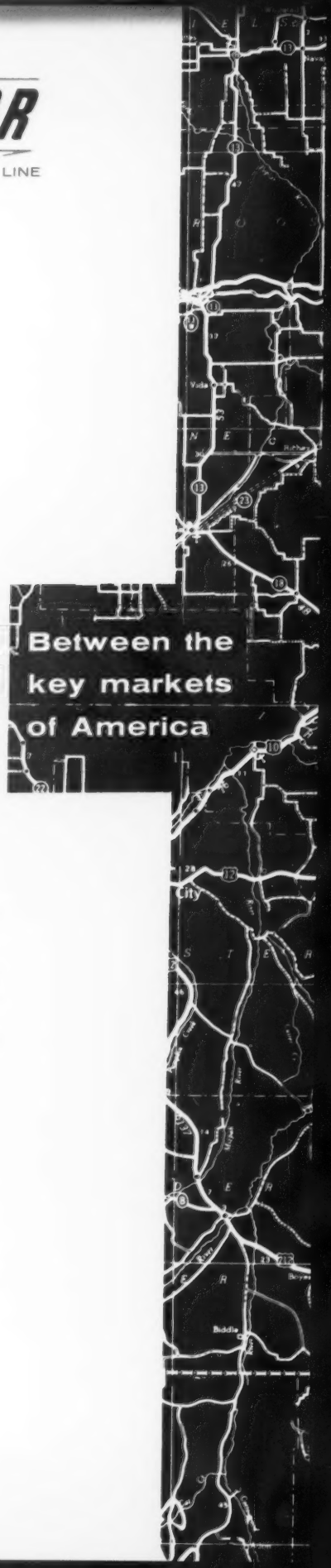

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Each and every Spector terminal is especially designed to receive, handle and forward your small shipments rapidly, efficiently . . . to clear freight the same day 'round the clock. "Area-assigned" city fleets provide same-day pick-up and delivery. Advanced dock operations—unloading, transfer, checking, stowing—ensure correct destination loadings and freight count.

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AN ORIGINAL OPTICHROM BY RICHARD LAWE PAINTED EXPRESSLY FOR SPECTOR FREIGHT SYSTEM, INC.

Needed: A nomenclature for container shipping

The term containerization has meant many things to many people. However, with the advance of standards, a clearly defined container nomenclature is developing

By A. W. Greene, *Editor, Distribution Age*

IN EVERY discussion of new developments in transportation, one relatively new word is bound to come up. The word is containerization. But, sooner or later, there comes an awareness to those taking part in the discourse that they are not talking about exactly the same thing.

Some people think of any unitized load of packaged goods on a skid or pallet, bound together with some kind of strapping. Others think of large, metal hopper boxes for carrying bulk commodities or raw material. Still others have in mind highway trailers, with or without demountable chassis, in piggy-back or fishy-back service.

In principle, all are correct in their assumption. Containerization merely is an extension of unitization—the unit load principle. The main difference is that the product, or products, lie in a container rather than on it. In addition, the container may be reusable.

The container concept has several advantages over the unitized load. Some of these are:

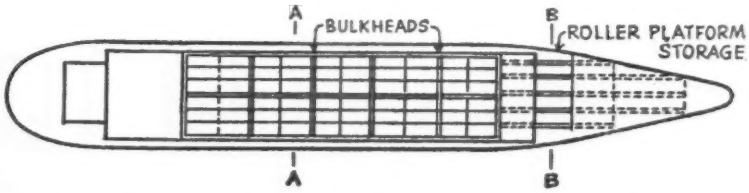
a. Permits larger units than those on standard skids or pallets.

b. Affords greater ease and speed in assembling shipments.

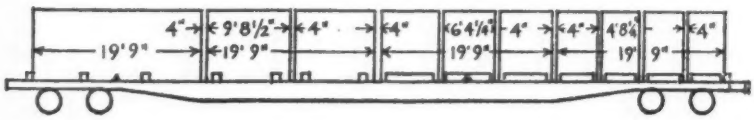
c. Maximum cube of vehicle or vessel may be utilized without sacrifice of load stability.

d. Provides greater protection from impact damage.

e. Some types make pilferage almost impossible.

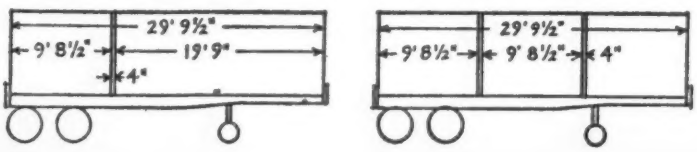


Overhead view of ship shows below-deck arrangement of containers. Containers, 20-ft long, pass easily through 40 and 30-ft hatches. Power plant is aft



On 80-ft flatcar, above combinations can be carried. Also a 30-ft, a 20-ft and two 15-ft containers will make a load. Two 40's also can be carried

Combinations of various container sizes permit maximum utilization of a 30-ft trailer. Two 6-ft 4-in. containers with a 4-ft box make up a 20-ft load



Types of Containers

Between the largest unitized load and the largest "box" that can be moved on highways, there are many types of containers. However, these can be readily classified into four or five categories: Integrated pallet containers, jumbo pallet containers, cargo containers, bulk freight containers, and van containers. They have a wide range of application. from in-plant use to general freight transportation.

Except for the jumbo pallet and van containers, these are standard production items. The jumbos usually are a custom design item. And, while certain types of van containers are available, their design must be care-

fully considered to insure the desired degree of interchangeability between the types of transportation to be used.

Most of these containers are designed to be moved, stacked, loaded, or unloaded into vehicles by fork trucks. However, if they are to be loaded or unloaded from gondola cars or barges, mobile cranes may be required.

Before any application of containers can be considered, it will be necessary to understand the characteristics of each. The following basic data will cover their principal features.

Integrated Pallet Containers

These are the smallest of all types. They employ a skid or pallet base, although some models have stands, and their sides can be rigid or collapsible. The sides can be made of a variety of materials; such as wood panels, wood slats, metal, wire mesh, and so on.

Three sizes can be standardized for interchange between air, highway, rail and water transportation. Their outside length and width dimensions, and the loading characteristics would be as follows:

54 x 44 in. Two of these could be loaded into the standard 110-in.-wide boxcar, and two into a standard highway van.

44 x 336 in. Three of these can be loaded into a boxcar, and two into a highway van.

36 x 29 in. Three of these can be loaded into a boxcar, and three into a highway van.

These containers would be based on the standard 48 x 40-in., 40 x 32-in., and 32 x 24-in. pallets.

For maximum stacking in vans or boxcars, the height of these containers should be:

27 in. Three of these would stack to a height of 81 in. in a highway van, and four to a height of 108 in. in a boxcar.

40 in. Two of these could be stacked in a van, and three in a boxcar.

60 in. These would stack two high in a boxcar, but only one in a van.

82 in. Stacking would not be possible with containers of this height.

Jumbo Pallet Containers

These containers have been used mostly for highway transportation, also some are being shipped by rail. For highway use, they also are known as truck liners or bins.

Some are made of wood, with plywood sides, although aluminum and perforated metal also are used. They are used mostly for bulk materials of low density, light weight components, odd-shape sheet metal stampings or castings.

One of their characteristics is mobility; in that they usually are equipped with rollers, skate wheels, or casters. However, some are moved by fork truck and loaded into vans or cars whose floors are equipped with narrow roller conveyors. In transit, they are braced with cross bars that fit into tracks mounted on the walls.

The recommended size is 88 in. long and 54 in. wide. This would permit broadside loading into a van, or two endwise in a railroad car.

Cargo Containers

Cargo containers differ from pallet containers in that they are fully enclosed, of heavier construction, and of weatherproof design. They can be transported in gondolas, flatcars, on ship deck or open barges, and on flatbed trucks and trailers. If the cargo is not perishable, these containers may be used for outdoor storage.

A major advantage, from the shipper's standpoint, is that, loaded or empty, they are exempt from freight charges.

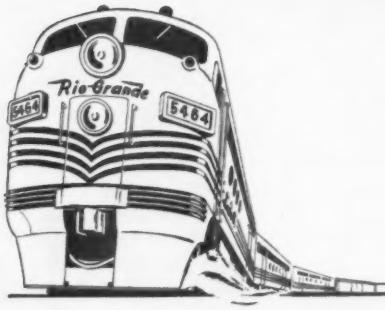
Most of these containers are being made in 8-ft lengths, 76-in. widths, and 82- and 96-in. heights. These dimensions are recommended for maximum interchangeability between the different modes of transportation.

Many models are equipped with skids and stands for fork-truck handling. Doors can be locked or completely sealed. Most designs also have built-in eyes for crane and other overhead handling. Most models also can be stacked. Insulated types are available for shipping refrigerated products.

Bulk Freight Containers

An increasingly popular application of containers is for shipping bulk materials and raw products; liquid or dry, coarse or fine. They are loaded at the top and unloaded from the bottom. Many types are available, with special features to handle a wide variety of materials. ●

Your Answer Man
Your Railroad...He

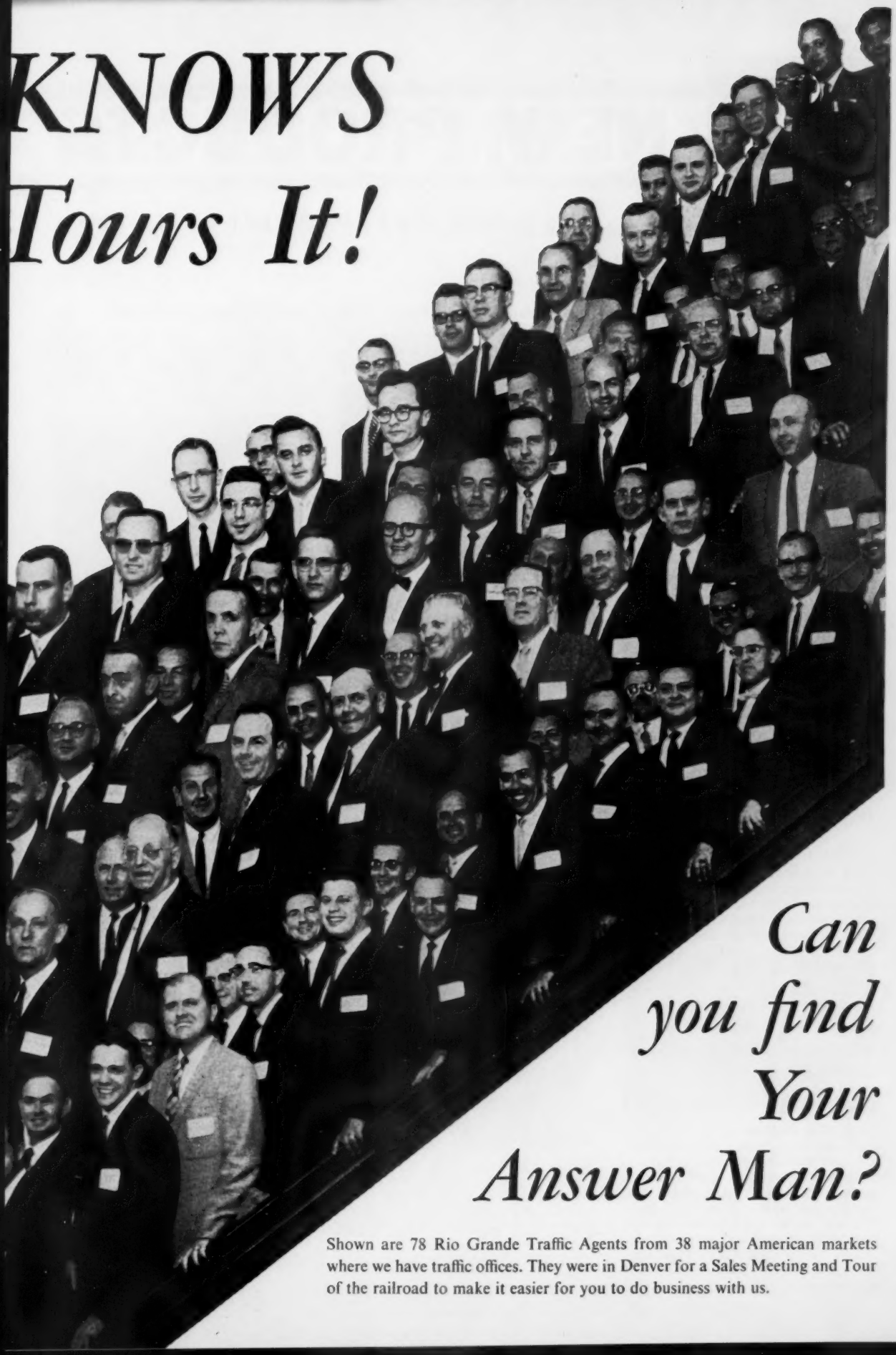


Rio Grande

The Shippers' Railroad

DENVER & RIO GRANDE WESTERN RAILROAD

R. KNOX BRADFORD, Vice President-Traffic • Rio Grande Building, Denver, Colorado



Shown are 78 Rio Grande Traffic Agents from 38 major American markets where we have traffic offices. They were in Denver for a Sales Meeting and Tour of the railroad to make it easier for you to do business with us.

DA NEW PRODUCTS

. . . . FOR FURTHER INFORMATION

Collapsible Plastic Drum

A new aid to cargo movement is this collapsible plastic container. **Highway Trailer Industries, Inc.,** makes it. The collapsible drum can carry grains in one direction, liquid

chemicals on the return trip. It may prove valuable in ltl and lcl quantities. Named Flexi-Drum, the unit uses thin disposable plastic liners. Your fork lift, hoist, or crane can handle the drums.

Circle 35 on Card, Facing Page 144

Outdoor Fork-Lift Truck

New entry in the outdoor fork-lift truck field is by **Ford Motor Co.** The truck is equipped with either a gasoline or diesel engine. Four stacking heights — 10, 12, 16, and 21 ft — are available along with two and three stage masts. Loads of 4000 lb can be

handled by the 10 and 12-ft lift trucks. Face plates of 42 and 60 in size are available for handling bulk materials, standard-sized pallets, and skids. The mast can be tilted hydraulically 6½ deg forward and 13½ deg backward. The load can be shifted 6 in. from side to side by lateral movement of forks.

Circle 36 on Card, Facing Page 144

End Load Attachment

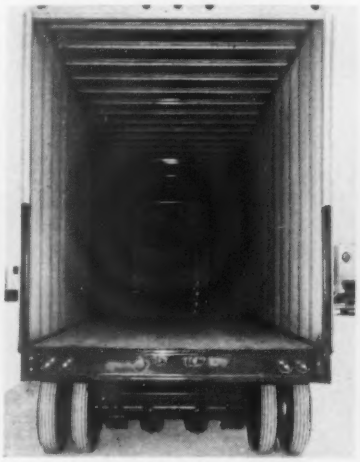
This **Hyster** Challenger 60 lift truck is equipped with an end load attachment which holds lumber by one end.

It makes use of existing stacking arrangements in shed and yard. The end loader can be removed quickly for regular handling by conventional forks. Many lumber items originally received, stored, and shipped by piece can now be received in unit loads.

Circle 37 on Card, Facing Page 144

Electronics Van Ready

Fruehauf Trailer Co. has developed a new electronics van. It provides maximum cube and positive load control for hauling the growing stream of electronic equipment. But it is



equally useful for other cargoes. The van has a 15-in. drop and uses 15-in. tires—the wheel housings are eliminated. The basic design of the Warehouseman model, released earlier this year, is followed.

Circle 38 on Card, Facing Page 144

Fire Fighting Sphere

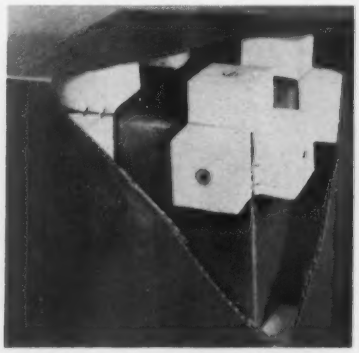
It looks like a bright red cannon ball. Easy to spot, **Ansul Chemical Co's.** new multipurpose fire extinguisher features one hand operation for direct hits. Lift trucks, semi-trail-

er cabs, other restricted spaces easily provide space for the extinguisher and bracket. Used cartridges are quickly replaced. This makes for uninterrupted fire protection.

Circle 39 on Card, Facing Page 144

Cushion Cuts Vibration

No piece of electronic equipment thrives on shocks. Aware of this, **Hardigg Industries** now makes pads for a floating inner package held firmly on all eight sides of the shipping



container. The pads absorb vibration and shock during shipment. Foam laminated to heavy corrugated, the pads fit into each corner of an outside shipping carton to support an inner container holding the product being shipped.

Circle 40 on Card, Facing Page 144

and EQUIPMENT

PLEASE USE READERS' SERVICE CARD • • PAGE 144

Heavy Duty Sweeper

A new rider-type power sweeper is available from **Clarke Floor Machine Co.** The unit sweeps a 36 in. swath and can be equipped with one or two side brooms. Its all-unitized

welded body has ¼ in. steel side plates and a 3/16 in. channel steel protective bumper encircling the entire machine. It has a 66 in. turning radius for easy operation and plenty of power for sweeping inclined ramps as well as level surfaces.

Circle 41 on Card, Facing Page 144

Bulk Material Freight Car

A single discharge outlet for pneumatic unloading of malt and other granular products is a feature of this covered hopper car. **Pullman-Standard**

has designed everything to flow through the one discharge point. The time and labor of multiple connection is eliminated. The outlet is self-cleaning.

Circle 42 on Card, Facing Page 144

Deskside Intercom

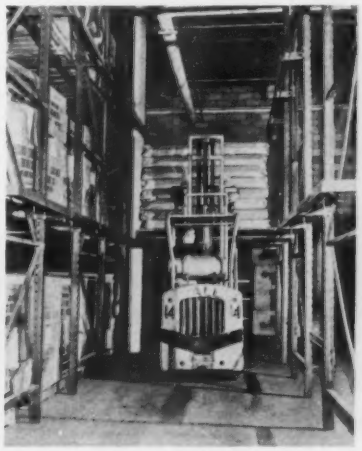
Thought of interoffice communications? **Talk-A-Phone Co.** has a new unit which can be placed efficiently on

the side of a desk. A bracket attachment makes it possible to place the intercom on a wall or table too. Work space is kept clear.

Circle 43 on Card, Facing Page 144

Drive-Through Rack

A drive-through rack, made by **Sturdi-Bilt Handling Div., Union Asbestos & Rubber Co.**, eliminates aisle space to double the storage capacity of a given area. Pre-fabricated parts are quickly assembled to provide a convenient, economical means of handling mass storage items. Bays



can be made as deep as needed, and as high as the lift trucks can reach. Drive-through racks have overhead bracing only and both ends are completely open for loading and unloading.

Circle 44 on Card, Facing Page 144

Hand Pallet Truck

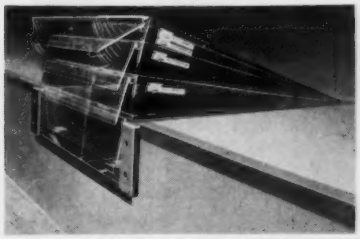
The Raymond Corp. has added a new member to its line of hydraulic hand pallet trucks. It comes in standard widths of 21 and 27 in. with 32, 36, 42, and 48-in. fork lengths. Forks are

raised by pumping the towing handle. A pressure-sensitive foot pedal allows fast or slow lowering. Booster rolls and tapered runner help pallets move on and off smoothly.

Circle 45 on Card, Facing Page 144

Lip-Actuating Dockboard

Dockboards by **The Kelley Co.** have a new automatic lip-actuating feature. The multiple-exposure picture shows the unit first in its normal dock level or cross-traffic position. When



the dockboard is released from level position by attendant, a precision counterbalance raises it to above-dock position. When the lip is high enough to swing over the truck bed, it automatically extends to working position and locks.

Circle 46 on Card, Facing Page 144

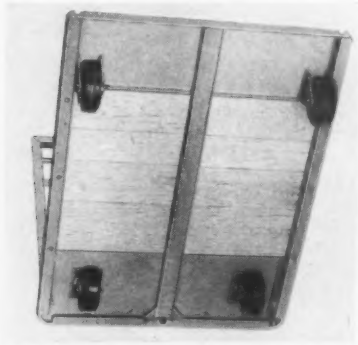
(Please Turn Page)

New Products and Equipment

(Continued from Preceding Page)

Improved Truck Bottom

Nutting Truck and Caster Co.'s line of cargo carts has been improved with the addition of a 3/16-in. steel channel center member which supports the entire length of the plat-

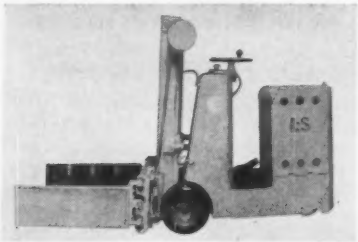


form. A steel frame platform now extends beyond the rack to eliminate rack damage. This construction also prevents the rack handle from damaging loads on preceding carts when one cart pushes another on a drag line.

Circle 47 on Card, Facing Page 144

Rubber-Faced Grab Arms

A fork-truck attachment with adjustable rubber-faced clamping arms for palletless handling of boxes, crates, tote boxes, and other smooth-surfaced loads is available from



Lewis-Shepard Products, Inc. This attachment has an opening range from 11⅝ to 59⅜ in. The arms are mounted on the arm carriers with a series of cap screws permitting interchangeability with other type arms.

Circle 48 on Card, Facing Page 144

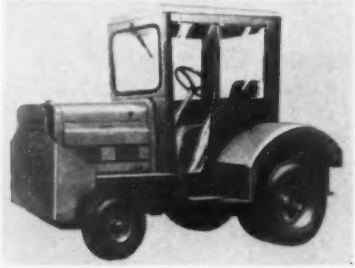
Stencil Ink in Aerosol

Now you can use **Reynolds Ink, Inc's.** stencil inks in aerosol can form for all shipping room stenciling, color coding, inspection, and other marking. The 16-oz container replaces the 12-oz can. All nine colors from red through yellow are available.

Circle 49 on Card, Facing Page 144

All-Weather Hard-Top Cab

A new all-weather cab with steel roof is being marketed by the **D and M Truck Top Co.** It is made with a safety glass windshield. Also has

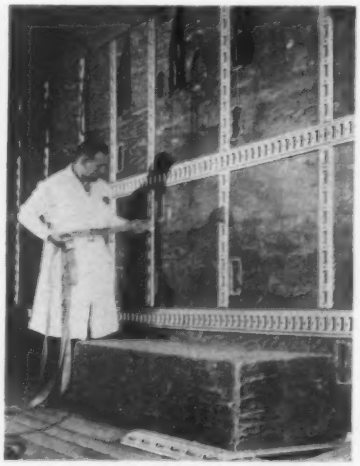


electric wiper. Heavy duck canvas and unbreakable glass side act as a foundation for rear roll-up curtains. Two-way zippers get you in and out quickly.

Circle 50 on Card, Facing Page 144

Cargo Control System

A cargo control system permitting quick, easy conversion of older moving vans and trailers into modern, specialized cargo vehicles is being offered by **General Logistics Div., Aeroquip Corp.** Utilizing either vertical or horizontal track, the system can be installed by the van owner directly over plywood walls, in virtually any combination. Cargo is secured with special nylon web strap assemblies that hook into the track and can be pulled tight and secured



quickly by hand. Extra cargo decks install easily on bracket-supported 2 x 4's. The brackets hook easily into the track, and cannot be jarred loose. Over 1000 cargo tie-off points are possible in a single installation.

Circle 51 on Card, Facing Page 144

Steel-Reinforced Bulkhead

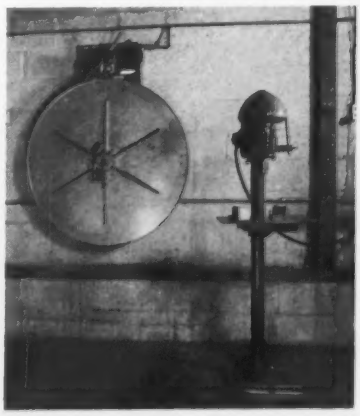
The weight of loose bulk loads has been put to work for the shipper. **Signode Steel Strapping Co.** uses the hard-to-control weight of loads like potash, bulk clay, rock salt, fertiliz-

ers, and wood granules to press the extended sides of flexible bulkheads tight and restrain movement. A pair of the leakproof bulkheads weighs only 70 lb. None of the lading spills out when the car is opened. The load is kept in the ends of the car—this allows easy access with mechanical unloading equipment. To make an opening in the load, simply cut the bulkhead, bottom to top, and tack cut end to the car walls.

Circle 52 on Card, Facing Page 144

Fire Hose on Reel

You can install this fire hose indoors or outdoors. The hose is kept in a reel mounted on the wall. Nozzle and valve are accessible from both



sides of the wall and may be pulled out from either side. The hose can be used to wash floors and sidewalks too. **Flinchbaugh Murray Corp.** makes it.

Circle 53 on Card, Facing Page 144

No More Shoveling Snow

No one worries about the snow until it's on the ground. But this year, the **Formula 33 Corp.** has developed a granular material which melts the snow off walkways, parking areas, and truck docks. It leaves no whitening residue. Plastic-lined containers give it long life. You broadcast it with a shovel.

Circle 54 on Card, Facing Page 144

(Please Turn to Page 32)

Allis-Chalmers FTP60 6,000-lb pneumatic-tired lift truck

10 reasons why you cut yard-handling costs, increase operator efficiency with A-C pneumatics

1. Better performance, indoors or out, with heavy-duty Allis-Chalmers industrial engine.
2. Built for rough yard conditions. Rigid, deep-section steel frame takes stresses, holds parts in alignment.
3. Excellent balance of power and weight design permits outstanding gradability and stability.
4. Faster travel speeds match your job requirements.
5. Choice of standard transmission or two-speed POWER-SHIFT torque converter drive to fit your needs.
6. Operator works in comfort. Cushion seat is adjustable for leg room.
7. Tires last longer than standard tires . . . have much more rubber where wear is greatest.
8. There is extra reserve of electrical power for cold-weather starting, other needs, with 12-volt system.
9. New steel hydraulic lines eliminate chafing and vibration wear.
10. Less downtime because of outstanding ease of servicing and accessibility.

Let your dealer show you these and many other features of the better-than-ever Allis-Chalmers pneumatic lift trucks.

Allis-Chalmers, Milwaukee 1, Wisconsin.

ALLIS-CHALMERS

POWER FOR A GROWING WORLD

BH-151

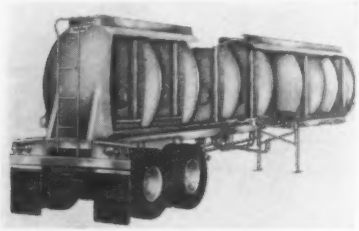
Circle No. 8 on Card, Facing Page 144, for more information

New Products and Equipment

(Continued from Page 30)

Tank Trailer is Aluminum

Increasing strength while reducing overall weight of its aluminum tank trailers is what **Trailmobile, Inc.**, has been perfecting recently. It has come up with a tank trailer which utilizes



full length aluminum extrusions as the primary members for upper and lower portions of the shell. The extrusions, made of Kaiser aluminum, increase tank strength by 20 per cent. They eliminate cross welding.

Circle 55 on Card, Facing Page 144

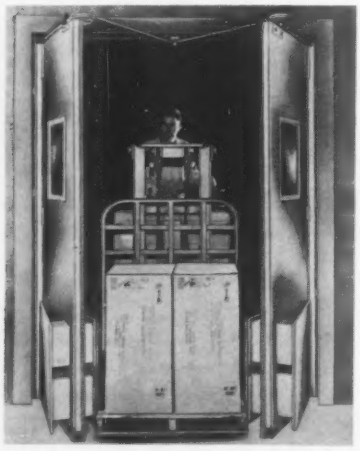
Weatherproof Label

Dirt, grime, and weather apparently do not disfigure a new label from **W. H. Brady Co.** You can type on it, stamp on it, and write on it. The label combines color-bordered writing space with glass-clear Mylar shield. The shield is applied over the label and slightly overlaps the entire perimeter—all edges are protected.

Circle 56 on Card, Facing Page 144

Foam Shock Absorber Door

Urethane foam is a main ingredient in the shock absorber doors developed by **Clark Door Co.** The foam, manu-



factured by **Nopco Chemical Co.** is used as a buffer between the actual door surface and the shock absorber panel. Trucks and dollies will not jar door.

Circle 57 on Card, Facing Page 144

Personnel Transport

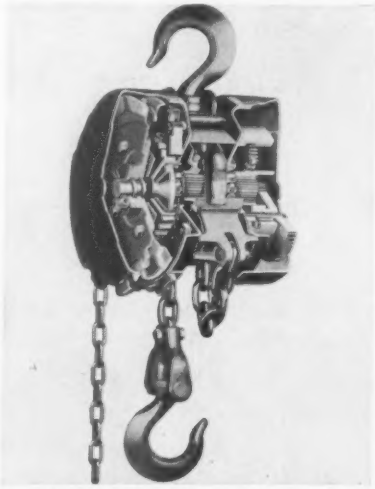
Four passengers plus a driver comfortably make use of this **Cushman Motors** electric truckster. The flatbed

has stake racks. Total load capacity is 1000 lb. Speed selector switch gives two forward speeds, one reverse speed.

Circle 58 on Card, Facing Page 144

Lightweight Hand Hoist

The Wright Hoist Div., American Chain & Cable Co., Inc. is manufacturing a hand hoist designed for portability, using aluminum in non-load carrying components to decrease



weight. Load-bearing parts are of strong, ductile, shock-resistant alloy steel. Available in capacities of ½, 1, 1½, 2, 3, and 4 tons, the smallest hand hoist weighs only 35 lb while the largest unit weighs 117 lb.

Circle 59 on Card, Facing Page 144

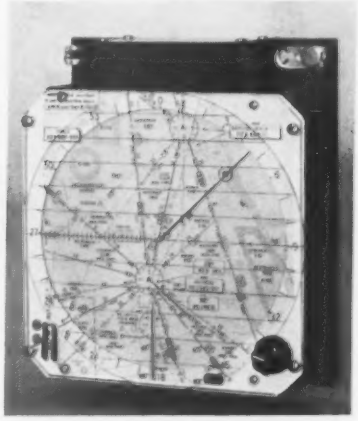
Storage Shelter

A new concept in additional working space is offered by **I & B Mfg. Co., Inc.** It consists of a rugged steel frame which is pre-cut and punched and a durable roof of gavanized sheeting or aluminum. This shelter is easy to ship and assemble and it moves on steel wheel casters. Units are 10 by 20 ft or 20 x 20 ft, with heights of 8, 10, 12, or 14 ft.

Circle 60 on Card, Facing Page 144

Navigation Aid

A pictorial display unit, which permits the pilot of a business aircraft to know his exact position at all times regardless of weather conditions, is being manufactured by **Electronics Div., ACF Industries, Inc.** The device utilizes a moving reticle or "bug," representing an aircraft, which moves freely under a transparent display map to indicate the



aircraft's position above the ground. The unit is 6 in. square and either 3½ or 2 in. deep, depending on which of two models is desired. Weight is 5 or 4 lb, depending on the model. Maps, printed on transparent mylar, are available in any scale. Operation of the display is from bearing and distance information provided by VOR/DME ground stations and received by VOR/DME equipment in the aircraft.

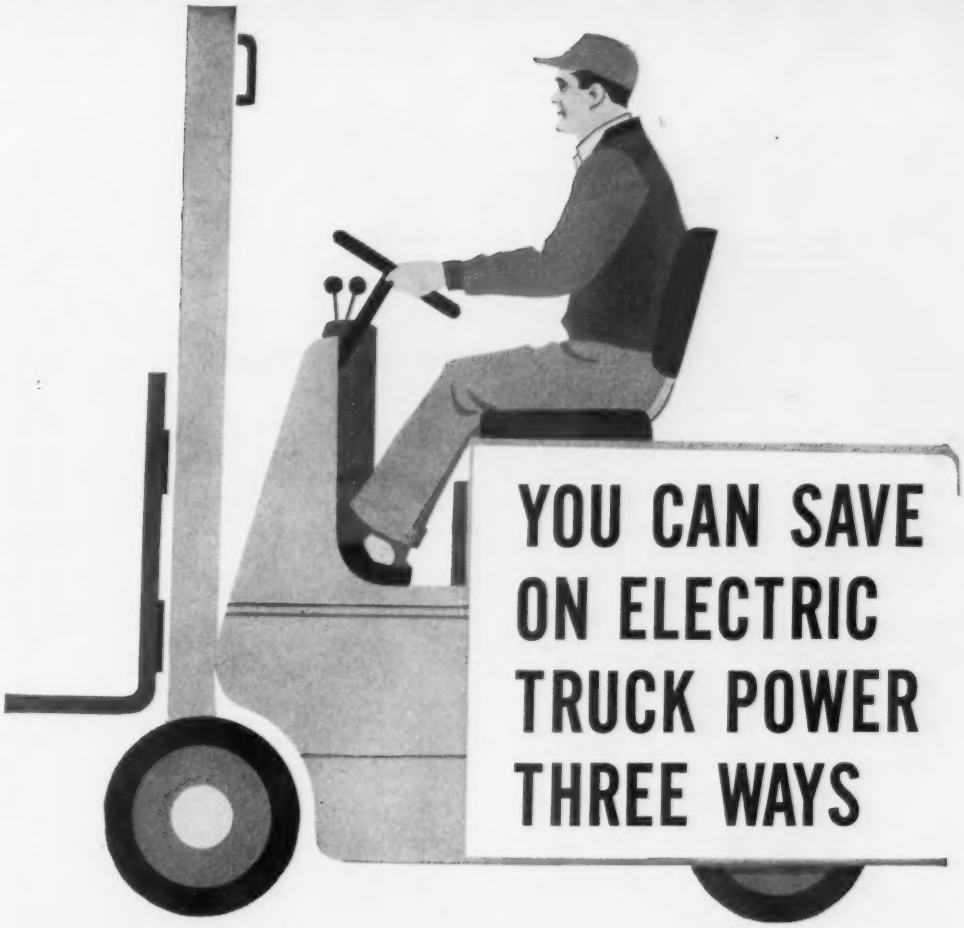
Circle 61 on Card, Facing Page 144

One Man Hand-Truck Lift

One man can manipulate a ¼ ton load with **Port-A-Lift's** hydraulic lift hand truck. The push handle puts no

restriction on where you place your hands to transport the load. The Navigator model has no hydraulic action.

Circle 62 on Card, Facing Page 144



YOU CAN SAVE ON ELECTRIC TRUCK POWER THREE WAYS

1

2

3

Get more battery capacity per dollar per year. For years, Exide-Ironclad Battery users have consistently reported unequaled battery economy. Now the new TGS Exide-Ironclad Battery gives you another 11% more capacity with no increase in battery size. Your trucks can do still more work per shift, and you get greater economy than ever.

Use efficient chargers. Exide vertical chargers are specially designed for industrial truck service. They give you actually more charging capacity for the price. Vertical design saves two-thirds floor space, keeps out dirt for lower-cost upkeep. Oversize bearings, dual-protected by bearing seals and external dust shields, prolong charger life.

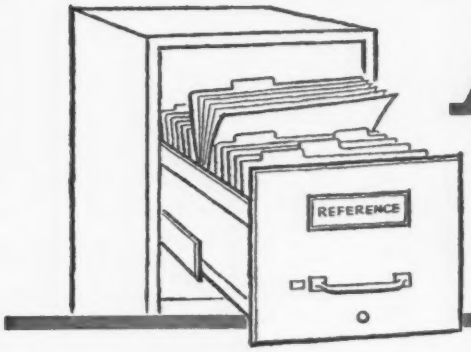
Keep your equipment functioning. Regular inspection by capable service men is a real economy measure. And no service matches Exide service—over 160 men in 47 offices coast to coast. All are factory trained—specialize in Exide industrial batteries and chargers. They help you get the maximum life and economy from your batteries.

GET THE COMPLETE EXIDE POWER PACKAGE: BATTERIES, CHARGERS, SERVICE. For additional information, write Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 20, Pa.

Exide®

Circle No. 9 on Card, Facing Page 144, for more information

DISTRIBUTION AIDS



- Catalogs
- Specifications
- Directories
- Case Studies
- Reports

Foreign Trade at NY Port

The chairman of the **Port of New York Authority** makes the opening comments in the group's annual report—just off press. They are followed by information of general cargo shipments, exports and imports by commodity, world distribution, coastal competition, and other factors important in any discussion of a port. You may find the trade indicators of special interest. Photographs and color artwork are used throughout.

Circle 63 on Card, Facing Page 144

Loading Ramp

There is a new self-contained loading ramp on the market. **American Dockbridge, Inc.**, is the manufacturer. A brochure graphically describes the benefits of a ramp designed for existing docks and new construction. The extending lip of the ramp will accept trucks with beds up to 16 in. above or 10 in. below dock level.

Circle 64 on Card, Facing Page 144

Handling Pros and Cons

What is palletless handling? Where does it fit? Where are the advantages of palletless handling? The answers to these questions are discussed in an eight-page brochure published by the **Automatic Transportation Co.** It is designed to give industrial lift truck users the pros and cons of both handling methods in order that they might select the most economical system to suit their individual job requirements.

Circle 65 on Card, Facing Page 144

Battery-Powered Lift Truck

Clark Equipment Co. describes its battery-powered fork truck of 7000-lb capacity in new literature. Complete dimensions are provided. Scale drawings illustrate it.

Circle 66 on Card, Facing Page 144

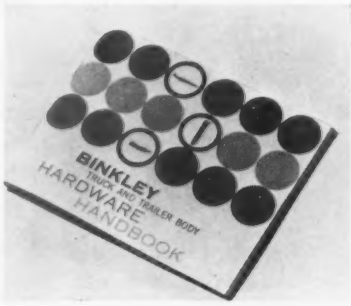
Modular Packaging Plan

Are you interested in a package which offers you shock resistance and is moisture and atmosphere-tight? Zero Manufacturing Co. describes a modular packaging system which it claims offers these benefits. The system, which hinges on standard components for maximum flexibility, is illustrated and described in a new catalog.

Circle 67 on Card, Facing Page 144

Hardware Handbook

A new catalog of truck and trailer body hardware is now available from the **Binkley Co.** The pocket-size book-



let contains 32 pages of commercial vehicle hardware. It lists all dimensions, part numbers, and specifications for each piece of hardware in its line.

Circle 68 on Card, Facing Page 144

Strapping Tool

Tailoring the strapping tool to the packaging job is made easier with a new folder "Signode Combination Strapping Tools," from **Signode Steel Strapping Co.** This combination tool performs four functions: tensions strap, applies seal, makes joint, and cuts strap. Detailed descriptions and a chart of specifications and applications help to select the right tool for the job in mind.

Circle 69 on Card, Facing Page 144

Elevating Tailgates

Its line of elevating tailgates and cranes and winches is described in a new leaflet from **H. S. Watson Co.** Copies are available.

Circle 70 on Card, Facing Page 144

Live-Roller Conveyor

A bulletin, prepared by **The Rapids-Standard Co., Inc.** gives details on APC live-roller conveyors. Principles of operation and their application to live roller conveyors are explained in brief and illustrated by picture and photo-diagram. Other photographs show typical examples of applications to meet requirements of temporary accumulation.

Circle 71 on Card, Facing Page 144

Corrugated Container Tests

The National Safe Transit Committee tests and their application to corrugated shipping containers are covered in a new brochure from **Gaylord Container Corp.** The information concerns benefits to shippers from the tests.

Circle 72 on Card, Facing Page 144

Air Memorandum Tariff

A completely revised air cargo memorandum tariff is available from **Alitalia Airlines.** It will be useful to shippers and consignees. It is set up so that it is easy to see what air cargo rates are from and to the cities in the U. S., Canada, and overseas.

Circle 73 on Card, Facing Page 144

Adjustable Brace Rods

Load-Holder has just released a flyer on its adjustable brace rods. It illustrates different applications of the rods. The rods protect doors and eliminate the need to break-down a load.

Circle 74 on Card, Facing Page 144

(*Please Turn to Page* 36)

when is a shock a

SHOCK?

a new approach to the control of damage due to shocks incurred in handling or transit

The SHOCKMASTER is a low cost mechanical device for positive indication that predetermined shock levels have been exceeded. It may be easily installed at one or many locations on a vehicle, on or in a container, or on the cargo. A bright red signal indicates that a shock has triggered the instrument.

SHOCKMASTER
MODEL 3700 A

The SHOCKMASTER, available in several models, is: Reliable · Versatile · Tamperproof · Accurate · Conclusive · Reusable. The instrument requires no calibration or adjustment. It is sensitive to longitudinal and/or transverse shocks. Nominal ratings: 5, 10, 15, 20, 25, 40 and 50 G's. One model, with an electrical contact, may be checked without opening the container.

Install the SHOCKMASTER on all units of valuable cargo, or use it for evaluation of: Container design · Packaging techniques · Carrier performance · Shockmounts · Handling methods · Skills of personnel.

For complete information, or to place an order, write today.

CONVAIR INSTRUMENTS / CONVAIR, A DIVISION OF GENERAL DYNAMICS CORPORATION
3595 Frontier Street, San Diego, California • Phone: ACademy 3-1614

Circle No. 10 on Card, Facing Page 144, for more information

. . . Aids

(Continued from Page 34)

Vibrating Feeders

A new vibration principle is said to be a part of several vibrating feeders for high capacity controlled feeding of ore, coal, etc. **Link-Belt Co.** has written a fold-out brochure on the vibrators. It highlights benefits and makes use of photographs.

Circle 75 on Card, Facing Page 144

Fork Lift Folder

A 7000-lb capacity industrial truck is illustrated and described in a four-page folder published by **Elwell-Parker Electric Co.** Full details of the carbon-pile control system which provides greater speed control and operator safety are given.

Circle 76 on Card, Facing Page 144

Fibre Board Packaging

Vanant Co., Inc. has developed a preformed fibre board wrap around packaging material which provides all-around protection for your packaged product. It is described and illustrated in a folder offered by them.

Circle 77 on Card, Facing Page 144

Materials Handling Catalog

Dependable Manufacturing Co. has a new catalog on its material handling equipment. Some of the units described and illustrated are: corrugated skid platforms; two-way entry double-faced pallets; stacking rack with corrugated floor; box with crane lugs, and its all-purpose shop trucks.

Circle 78 on Card, Facing Page 144

Wire Rope Slings

A bulletin has been issued by the **Wire Rope Sling Dept., American Chain & Cable Co., Inc.**, describing the new double green stripe, ACCO-registered VHS strand-laid wire rope slings. Construction details, advantages, rated capacities of the slings are listed and tabulated in easy-to-read form.

Circle 79 on Card, Facing Page 144

Extension Ladder

Ballymore Co. is offering a catalog page describing its new ladder. It consists of a two-stage aluminum extension ladder mounted on a wheeled frame which rolls easily, locks safely to the floor when positioned. Ordinarily inaccessible places—up to 25 ft along floor level—can be reached easily and comfortably. It is equipped with collapsible outriggers that add extra stability and eliminate tipping over.

Circle 80 on Card, Facing Page 144

Literature from the Advertisements

Listed below are brief descriptions of catalogs, brochures, booklets and other literature offered by advertisers in this issue of DISTRIBUTION AGE. To get your copies of the items offered, simply circle the appropriate number on the Reader Service Card, facing Page 144.

Heavy Duty Rack

Acme Steel offers a rack with safety load locking device giving positive protection against accidental disengagement of the beams. Learn about it. Circle No. 25.

Pneumatic-tired Lift Truck

Allis-Chalmers gives 10 reasons why you can cut yard-handling costs and increase operator efficiency with heavy-duty Allis-Chalmers fork-truck engines. Circle No. 8.

Get Better Protection

Contact the American District Telegraph Co. if your property is not 99.99 per cent immune to losses by fire or burglary. Find out how to be better protected. Circle No. 4.

More Jobs at Savings

Automatic Transportation gives eight cost-cutting ways to use standard attachments and turn Transporters into Specialists. Facts can be yours. Circle No. 1.

Center-Controlled Truck

Write today for bulletin on new FFC lift truck. Automatic Transportation's new center-control stand-up model maneuvers in tight areas. Circle No. 21.

Colorful Buildings

Colorful Butler Manufacturing Co. buildings are functional too. Circle No. 31.

World's Largest Fork Truck

Learn about Clark Equipment Company's new CR-700, the new 70,000 lb capacity giant which operates as easily as a 2000 lb truck. Circle No. 77.

Control Damage Due to Shock

A low cost mechanical device for positive indication that shock levels have been exceeded is offered by Convair Instruments. Write for information. Circle No. 10.

Fast Action in Tight Spots

Short turning, high speed and safety are offered with the Elpar Cargo Scout. Write for descriptive catalog and specify capacity required. Circle No. 12.

Get the Complete Power Package

Exide is featuring its batteries, chargers, and service. For additional information, Circle No. 9.

Cushion Your Lading

Protective cushions hold lading in tight. Firestone Air-Blok pneumatic cushions absorb the shocks and can be used over and over again. Get facts. Circle No. 20.

Efficient Piggybacking

General American developed the G-85, a real piggy-back car. Offers many money-saving features. Get full information about it. Circle No. 7.

Battery-Electric Industrial Trucks

Short-wheelbase electric trucks require less turning radius. Gould batteries give longer life. For more data. Circle No. 15.

Ship It Faster

Got a shipment going hundreds of miles? Get it out by 9 a.m. . . . it arrives the same day. Greyhound Package Express will be glad to give details. Circle No. 26.

Platform Truck Efficiency

Long life and low maintenance cost is offered for Lansing Reynolds platform trucks. Capacities and sizes up to 3000 lb. Catalog gives illustrations and details. Circle No. 18.

Industrial Truck Buyers' Guide

This reference manual describes Lewis-Shepard's complete line of equipment. Write today for your free copy. Circle No. 19.

Warehouse Headache Cure

Link-Belt Trukveyor system speeds and simplifies order filling. It moves merchandise quickly, safely. Eliminates congestion, minimizes errors. Descriptive color-sound film available. Circle No. 5.

Need a New Truck?

Mack offers good buys in used trucks. Why not call or stop in and see your distributor and get all the financing and insurance details. Or, Circle No. 16.

Avoid Solid Tire Failure

Monarch Rubber Co. solids feature new compound-and-bonding process and reduce replacement costs. For additional details, Circle No. 13.

Great Lakes-St. Lawrence Port

New deep-water port facilities of Niagara Frontier Port Authority are offered at Buffalo's newly developed port terminal. Find out the advantages, time savings and money savings. Write for literature. Circle No. 27.

Aids to Shipping

Learn the many advantages of shipping via Port of New York. Send for check list of valuable free literature. Circle No. 28.

Reduce Damage Claims

Pullman-Standard reduces damage claims, speeds loading and unloading, and cuts shipping costs with the P-S Compartmentizer. Let the 16-page booklet tell you how. Circle No. 2.

Shipping Service Map

Seaboard Air Line Railroad offers piggy-back service between the Southeast and Northern points. A detailed map of the system is available. Circle No. 29.

Special Services

One of the 16 Customerized services described in the new Spector Freight System, Inc. Story Brochure is for LTL specialists. It's yours for the asking. Circle No. 30.

Mass-Handling Saves Money

Towmotor-Gerlinger shows how companies can reduce costs through effective handling operations with their equipment. Circle No. 11.

Elevating Tailgates

H. S. Watson Co. offers elevating tailgates for stake and van trucks ¾ to 2½ tons. Write today for detailed literature. Circle No. 6.

Save Shipping Dollars

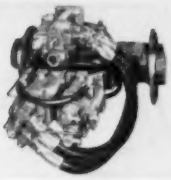
Combine modular packaging with Weyerhaeuser Co. ply-veneer and save shipping dollars. Choose from 50 different panel sizes and 396 different box sizes. Additional information available. Circle No. 14.

Expedited Service

Yale PDQ service provides approved facilities, teams of mechanics, comprehensive manuals, and a system of dispatching spare parts quickly to any corner of the country. They will be glad to explain. Circle No. 17.

PLANNED MASS-HANDLING

Your immediate attack against rising costs



IT'S A FACT: The unique Towmotor Towmostatic Drive guarantees handling flexibility, smooth operation and maintenance benefits far greater than any other fork truck drive.

YOUR SHORTCUT TO EXTRA PROFIT is through planned mass-handling that puts the right equipment in the right place at the right time. Integrating TOWMOTOR fork lift trucks into your handling operations is the fastest way to lower costs and increase profits. Write for case studies that show you how similar companies are reducing costs through more effective handling operations. TOWMOTOR CORPORATION, CLEVELAND 10, OHIO.

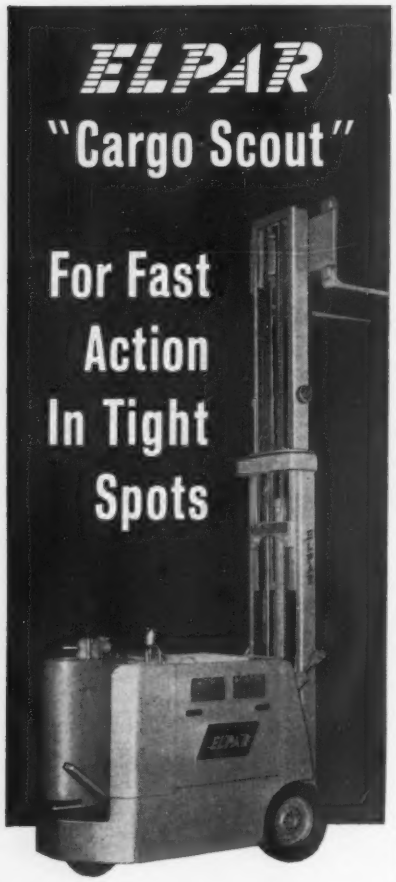
FORK LIFT TRUCKS, CARRIERS AND TRACTORS SINCE 1919

TOWMOTOR-GERLINGER
THE ONE-MAN-GANG®

Circle No. 11 on Card, Facing Page 144, for more information

Gerlinger Carrier Co. is a subsidiary of Towmotor Corporation

ELPAR
"Cargo Scout"



■ SHORT TURNING
Short wheelbase, rounded rear corners and 180° turning angle of ELPAR's "Cargo-Scout" assure maximum maneuverability in narrow aisles, crowded docks and other confined spaces!

■ HIGH SPEED
ELPAR's high speed lift and travel plus fast acceleration assure more work in less time.

■ SAFETY
The stand-up operator's position on the ELPAR "Cargo-Scout" means he can get off fast in emergencies. Duplicate hand and foot controls make it easy to drive this truck backward when bulky loads limit forward vision.

4 models-2, 3, 4, & 5,000 lbs.

Write For Descriptive Catalog—Specify capacity required.

ELPAR ELECTRIC TRUCKS

The ELWELL-PARKER Electric Company

4175 St. Clair Avenue, Cleveland 3, Ohio
Circle No. 12 on Card, Facing Page 144

Coming Events

Oct. 2-5—National Defense Transportation Assn., 15th Annual Convention & Logistics Forum, Roosevelt Hotel, New Orleans, La.

Oct. 3-5—American Management Assn., Inc., Seminar on Materials Handling Function, The Hotel Astor, New York City.

Oct. 5—National Motor Freight Traffic Assn., Marriott Motor Hotel, Washington, D. C.

Oct. 6—Packaging Institute, West Coast Food Packaging Committee, Special Meeting on Shipping Containers, Rodger Young Auditorium, Los Angeles, Calif.

Oct. 6-8—Movers Conference of America, Annual Mover's Assembly, Shoreham Hotel, Washington, D. C.

Oct. 7-9—Delta Nu Alpha, Annual Meeting, Hotel Roanoke, Va.

Oct. 11-13—National Assn. of Shippers Advisory Boards, Annual Meeting, Pick Nicollet Hotel, Minneapolis.

Oct. 13-18—Regular Common Carrier Conference of ATA, Annual Meeting, Waldorf-Astoria Hotel, New York City.

Oct. 16-21—American Trucking Associations, Inc., National Convention, New York City.

Oct. 17-18—Private Carrier Conference of ATA, Annual Meeting, Waldorf-Astoria Hotel, New York City.

Oct. 17-18—Boston Conference on Distribution, 32nd Annual Meeting, Statler Hilton Hotel, Boston, Mass.

Oct. 23-26—National Frozen Food Merchandising Convention and Exposition, Statler Hilton, New York, N. Y.

Oct. 24-25—Maryland Div., Society of Packaging & Handling Engineers, Annual Eastern Packaging & Handling Show, Baltimore's Fifth Regiment Armory.

Nov. 1-3—The MHI Central States Show, The Kentucky Fair and Exposition Center, Louisville, Ky.

Nov. 3-4—American Production & Inventory Control Society, Third Annual National Conference & Technical Exhibit, Sheraton Cadillac Hotel, Detroit.

Nov. 7—National Assn. of Freight Transportation Consultants, Annual Meeting, Chicago, Ill.

Nov. 7-18—American University, School of Business Administration, 14th Air Transportation Institute, Washington, D. C.

Nov. 14-15—National Wooden Pallet Mfrs. Assn., 4th Annual Wooden Pallet Mfg. & Promotion Clinic, United States Forest Products Laboratory, Madison, Wis.

Shippers Advisory Boards

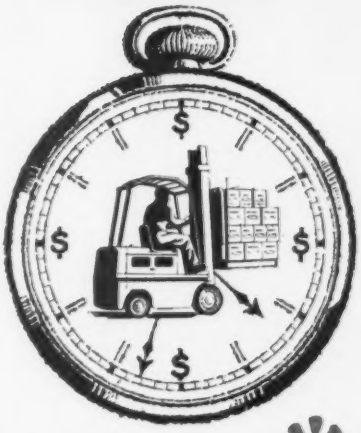
Oct. 19-20—Midwest, Peoria, Ill.

Nov. 3-4—Central Western, Salt Lake City, Utah

New Rail Car Tarp

This flat car is loaded with special machine tools. They should be in top working condition at the end of the line. The Durethene polyethylene tarpaulin keeps the elements out without cutting into payload weight. The Koppers Co. product can't be torn by projections

SAVE



TM*
(*time-money)

On Materials Handling Equipment with a

RYDER LEASE

Why let your watch tick away money when materials handling equipment is down? With a Ryder Lease, Time-Money problems caused by down-time are off your desk for good. Ryder leased equipment is ready to work for you *all around* the money clock. Ryder's expert preventive maintenance *keeps* your leased equipment running—removes most of the causes of breakdowns, and standby units are always ready to handle the unexpected.

All you do is budget a monthly economical lease rate which can include auto and truck rental, if you wish.

Isn't it about time you wrote for the "Full Story" from . . .

RYDER TRUCK RENTAL INC.
P.O. Box 33-816, Dept. D22, Miami, Florida

DIVISION OF RYDER SYSTEM

LETTERS TO THE EDITOR

War on Carrier Paperwork

To The Editor:

It was most gratifying and informative to read your July article, "Master Plan for War on Carrier Paperwork." Our company has been experimenting with offset duplicating machines and has found it to be a most practical and economic weapon against "The Paperwork Jungle."

However, when certain information is required on the master form, but not on the copies, there is a real problem. Your readers may be interested to know we solved it with the FAX No. 2411 Brown Non-Reproducing pencil.

It is noteworthy to mention that the Transportation Committee on Practices and Procedures of the National Motor Freight Association is currently sponsoring orderly development of the three-part combination bill of lading-freight bill.

As a shipper, we welcome the arrival of such a plan and sincerely hope that it proves successful to encompass all carriers across the country.

Walter J. Soehngen
Senior Rate Specialist

The Joseph Dixon Crucible Co.,
Jersey City, N. J.

Nine-Tine Fork Lifts Pipe

Fork-lift trucks are used to handle clay pipe at the West Coast plant of Gladding, McBean, and Co. Production line truck applications include transportation of unit loads of wet pipe from machines to drying sheds, green pipe from drying sheds to kilns, and fired pipe from kilns to storage. Multi-tine attachments on the Hyster trucks carry the pipe. A side-shift attachment allows quick alignment of tines with pipe ends

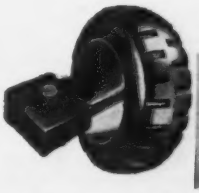
New MONARCH *developments*

STOP PREMATURE RIM SEPARATION!

MONARCH SOLIDS FEATURE NEW COMPOUND AND BONDING PROCESS... REDUCE REPLACEMENT COSTS

Embedded metal scrap, chemicals and excessive heat cause premature solid tire failure by destroying the bond between the tire and rim. MONARCH engineers solved this problem by combining an advanced rubber-to-metal chemical bonding process with a new, extra tough, natural rubber stock . . . Compound T-5100. Field tests prove that *MONARCH solids now feature superior resistance to rim separation* caused by the above factors. And cost-conscious buyers are specifying MONARCH solids to cut replacement costs!

FOR ADDITIONAL DETAILS...
write direct or see your Monarch tire dealer.

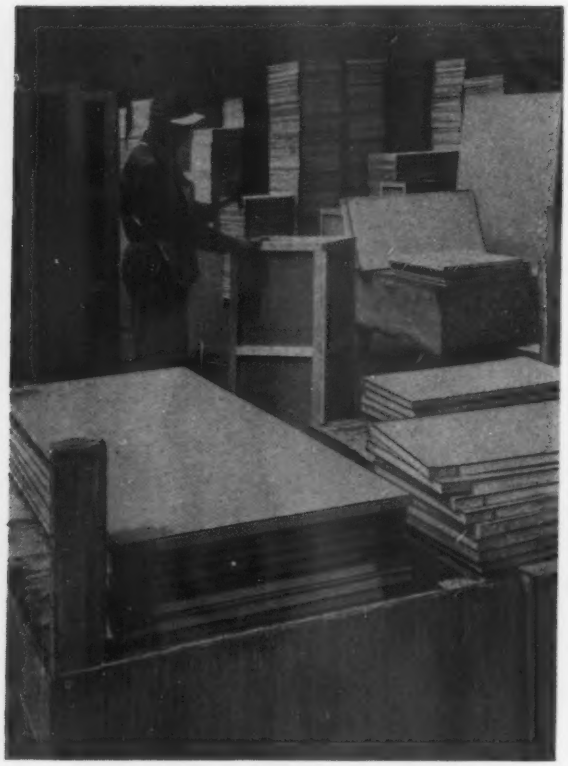


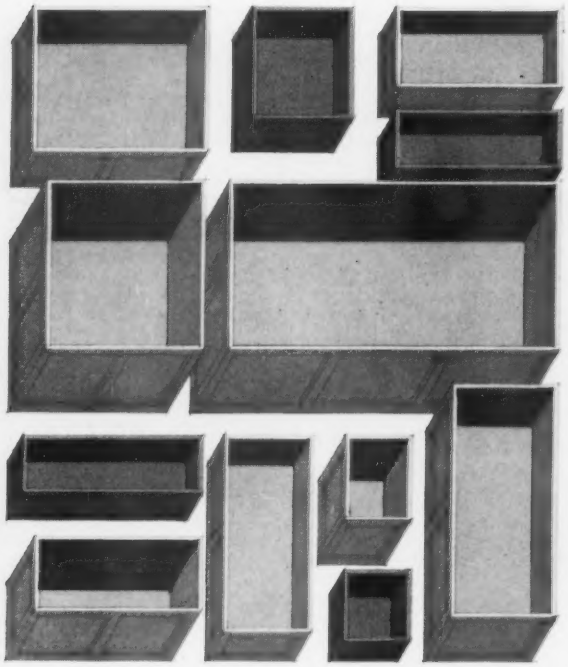
THE MONARCH RUBBER COMPANY
420 LINCOLN PARK
HARTVILLE, OHIO

7-225 General Motors Bldg • Detroit, Mich. • 2353 No. California Ave. Chicago, Ill. • Western Warehouse: Reno, Nevada

Circle No. 13 on Card, Facing Page 144, for more information

Weyerhaeuser
PLY-VENEER®. . combines with the modular packaging system to save you shipping dollars





from 50 different panel sizes . . . 396 different box sizes!

THE PANEL MATERIAL—Ply-Veneer consists of a veneer core overlaid with tough, kraft linerboard facings. Panels are available in thicknesses of 1/8" to 1/4", widths of 4' and 8', lengths up to 16' and longer. Ply-Veneer gives you these advantages in the modular packaging system:

- Panels are light in weight . . . reduce tare weight and box cube.
- Ply-Veneer is low in cost . . about 1/3 less than most other panel materials.
- Panels are stiff and have a high strength-weight ratio.
- Ply-Veneer is tough and remarkably puncture and impact resistant.
- Ply-Veneer meets government specifications for domestic (Type I) and overseas (Type II) packaging.
- Ply-Veneer has good dimensional stability under moist or humid conditions.

For more information on Ply-Veneer, the modular packaging system, or Klimp fasteners, write us in Tacoma, Wash.

THE MODULAR SYSTEM—Cleated box panels are prefabricated in a variety of predetermined sizes. Panels are interchangeable as sides, tops and bottoms. Custom boxes are quickly assembled from stock panels. For instance, 50 different panels make up into 396 different box sizes.

Advantages of the modular system are these:

- Saves on storage space . . . box panels are stored knocked down
- Panels are reusable when assembled with Klimp fasteners.
- Cuts lead time . . . panels are already cut-to-size and cleated.
- Reduces capital investment and expense of maintaining a costly container inventory.
- Allows for the arrangement of box contents to the best cube advantage.

Weyerhaeuser Company
Silvatek Division

Circle No. 14 on Card, Facing Page 144, for more information

. . . News

(Continued from Page 14)

NIT League Backs Barge Line Purchase in ICC Proceeding

The National Industrial Traffic League has filed a brief with the ICC in support of railroad purchase of a barge line.

The brief deals with the purchase of John I. Hay Co. by the Illinois Central Railroad and the Southern Pacific. The League points out that, as a nation-wide organization of shippers, it has a vital interest in the principle involved.

It asks the Commission to find the purchase consistent with the public interest.

—DA—

Stephen Bechtel Cops National Transportation Award for 1960

The 11th Annual National Transportation Award was presented to the president and chairman of the Board of the Bechtel Corp., recently. Stephen D. Bechtel, Sr., won the award for contributing most to the "effectiveness of the transportation industry in support of national security."

The award was presented to Bechtel by the Honorable Perkins McGuire, assistant secretary of defense for supply and logistics. Bechtel's contributions lie in the realm of pipeline transportation of petroleum and gas.

—DA—

Club Briefs

Transportation Club of Santa Clara County held its annual Luau at the Los Gatos Swim & Racquet Club, Los Gatos. Authentic Hawaiian was the theme as to dress, menu, and entertainment.

The Transportation Club of Buffalo will hold its annual dinner at the Statler Hilton Hotel, Buffalo, on Oct. 27. Joseph J. Bellemo of Interstate Systems has been named general chairman.

Delta Nu Alpha Transportation Fraternity, Inc., Eastern Region No. 2, held its first regional convention at the Brunswick Hotel, Lancaster, Pa.

Carey Appointed C of C Chief For Transportation Committee

Walter F. Carey is the newly-appointed chairman of the Chamber of Commerce's 50-member Transportation and Communication Committee. He is also president of Automobile Carriers, Inc.

Carey has been named to head the Chamber's committee which studies and considers major issues and legislation before Congress which affects the transportation and communication industries. The committee helps shape Chamber policies on aviation, highways, motor transport, pipelines, merchant shipping, railroads, etc.

Grocery Warehouse Course Announced by MH Dealers

The Materials Handling Equipment Distributors Association will hold a Chain Store Grocery Warehousing Course on Materials Handling from Oct. 10-14.

Sessions will be held in Newport, R. I., at the National Training Center. Lecturers will include Irving M. Footlik, consultant; David Gardinier, NAWGA, J. C. Bouma, U. S. Department of Agriculture; D. J. Bowersox, Michigan State University; V. J. Winter, Red Owl Stores; George Carr, The Kroger Co.; and George A. Ramlose, consultant.

AMI Elects Trustees at Annual Meeting

AMI President Alfred E. Crowe presents his annual report during the first Annual Meeting of the American Movers Institute. Other leaders of the organization shown are (left to right) Thomas E. Robertson, executive director; Jack C. Aspinwall, keynote speaker; John C. Bittenbender, who led the invocation; and E. Harold Tolbert, chairman of the meeting

Gathered in the Board Room of the American Movers Institute, Inc., Washington, D. C., were some of the new officers. The group met in Washington, D. C., for its first Annual Meeting. Seated (left to right) are John Sloan Smith, president, Aero Mayflower Transit Co., Indianapolis; W. N. McKinney, American Transfer and Storage Co., Dallas; Alfred E. Crowe, Vet Van of Virginia, Arlington; V. D. Morgan, V. D. Morgan Van Service and Storage Co., Louisville; E. Harold Tolbert, Capitol Van Lines, Washington, D. C. Shown standing (left to right) are Lee J. Sloan, Sloan's Moving and Storage Co., St. Louis, Mo.; Bruce Bolinger, Boweil Storage and Transit Co., Cincinnati; Albert A. Friedel, Lincoln Moving and Storage, Cleveland; and John Bittenbender, American Storage Co., Washington, D. C.; Harry Berman, Amick Transfer and Storage Co., Denver; James D. Edgett, president, North American Van Lines, Inc., Fort Wayne, Ind.; W. E. Hibbitt, Lawrence Moving and Storage Co., Sacramento; H. C. Owings, Trans-Vans, Inc., Norfolk, Va.; Walter C. Sullivan, J. J. Sullivan The Mover, Springfield, Mass.; L. P. Donnelly, Continental Van Lines, Broadview, Ill.; C. W. Kearsley, Suffolk Storage Warehouse Co., Boston

NEW AIM BRAND RACK

...with exclusive safety load

Quality steel, cold formed and finished in green metallic based paint. Other colors available upon request.

The makers of AIM Brand Slotted Angle extend their line to solve every problem of materials storage. Now, after four years of testing, improving, perfecting—Acme Steel Company announces a major improvement in heavy-duty rack design.

The only rack with a safety load locking device.*

Provides *positive* protection against accidental disengagement of the beams. The safety load lock is an integral part of the beam, not a loose part that must be inserted. Locks and unlocks with one hand in a second —yet its ingenious design keeps the beam anchored even under toughest jolts.

There's much more to the revolutionary AIM Brand

locking device* refuses to be pulled, bulled or jarred apart!

Rack story—including special engineering service and industry's broadest materials storage experience. AIM Brand is distributed nationally. For the name of your nearest distributor and detailed literature, call or write your nearest ACME STEEL office or ACME STEEL COMPANY, Fabricated Materials Division, Dept. DBD-100, 135th Street & Perry Avenue, Chicago 27, Ill.

MEETS A. I. S. I. STANDARDS

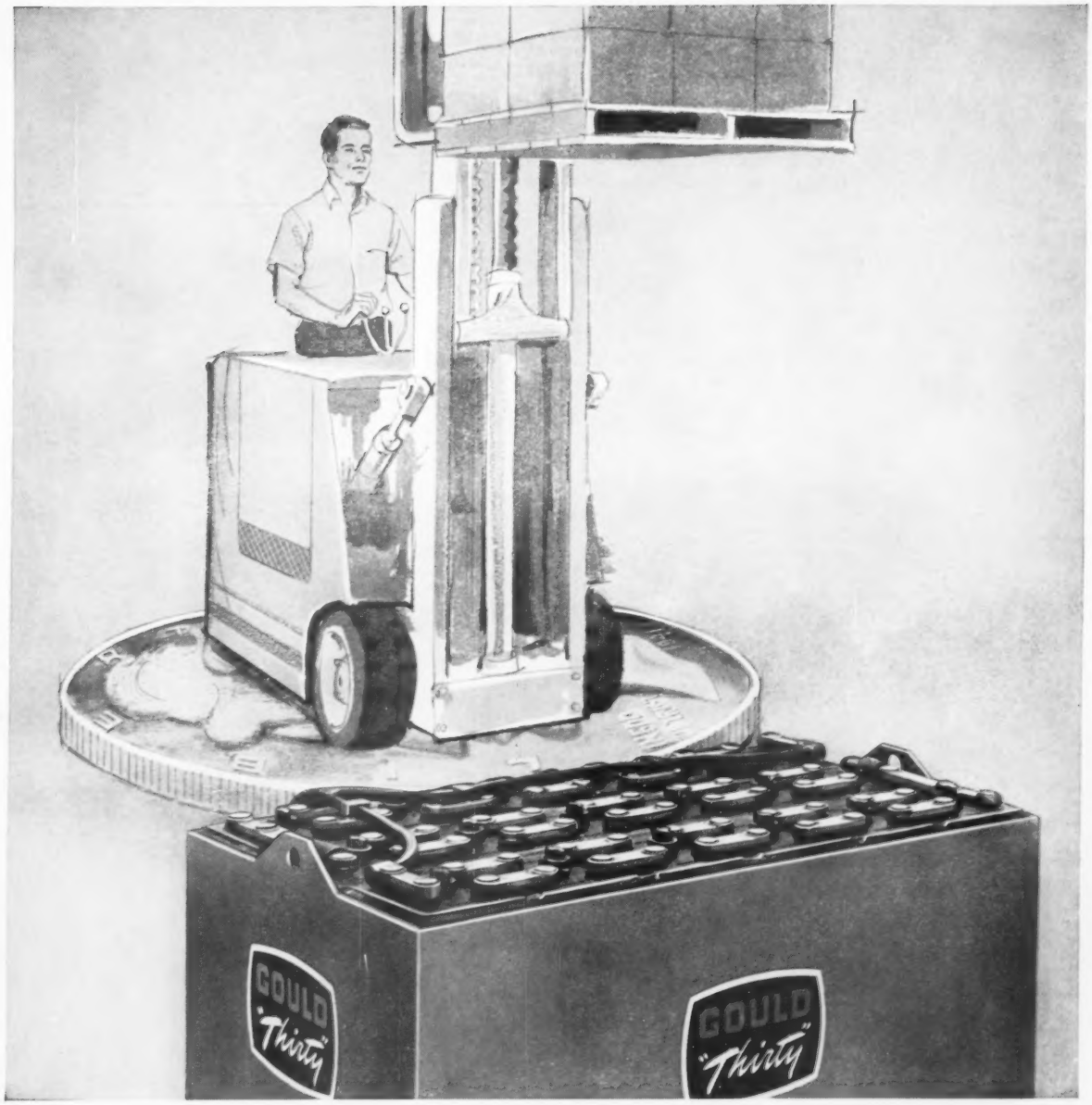
ACME STEEL **IDEA LEADER IN FRAMING** AIM BRAND

NO LOOSE PARTS! No special tools, no loose parts—frames are prefabricated. Eccentric button head studs for fastest set-up and disassembly. Pre-punched foot plates face forward for ready accessibility and simplify lagging to floor. There's even a "built-in rule" the entire height of the frame to easily guide beams for level placement. Beams can be adjusted on 2 inch centers over the entire frame height.

SETS A NEW HIGH IN STRENGTH! Each AIM Brand beam connection has three load bearing points—two button head studs plus the *exclusive* load lock. AIM Brand columns are a full 3 inches square, instead of the conventional 3" x 1½" size. These features greatly increase *safe* load capacity.

SECOND TO NONE IN STABILITY! Toughest fork lift truck jolts can't jar beams off columns. The safety load lock and button head studs team up with advanced welding techniques to provide a rack that withstands repeated abuse. Each beam even has a ledge on which to place accessories or wood shelving.

*Patent applied for



Electric Trucks are MORE MANEUVERABLE

Short-wheelbase electric trucks require less turning radius. They are capable of handling loads in much narrower aisles and congested areas. These battery-powered electric trucks make possible an increase in space utilization by reduction in aisle width.

Add maneuverability to a convincing list of other benefits—lower operating costs, less maintenance, clean, quiet and safe operation—and you can see the reason why users prefer battery-powered electric trucks for modern, efficient materials handling.

Electric truck users generally agree on one other point, too—Gould Batteries for longer life. With the new Silconic Plate, Gould Batteries offer up to 25% longer life.

Join the list of users who prefer this ideal combination of electric trucks and Gould Batteries. For more information, write or call your local Gould representative. Ask for booklet "Why We Use Battery-Electric Industrial Trucks." Gould-National Batteries, Inc., Trenton 7, N. J. In Canada, write to Gould-National Batteries of Canada, Ltd., 1819 Yonge Street, Toronto, Ontario.

More Power to you from **GOULD**

Circle No. 15 on Card, Facing Page 144, for more information

DISTRIBUTION AGE

The Magazine of Physical Distribution

TRANSPORTATION

WAREHOUSING

MATERIALS HANDLING

AIR TRANSPORTATION

Birdy-Back Guide

Containerization of freight has been praised as the shipping method of the future. Here is some information on its present development in air-freight shipping with company-by-company details. **47**

Birdy-Back Service Chart

For a quick source of information on container shipping DA has compiled this chart. It lists eight carriers now providing this service. **48**

Directory of Airports

This airport directory gives you an alphabetical listing of the nation's airports, their flights in and out, shipper facilities, all-cargo flights, and the airlines which participate in airport's activity. **56**

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead.

DOOR-TO-DOOR DELIVERY IN A FEW HOURS DAY OR NIGHT VIA UNITED AIR FREIGHT

Even coast to coast, fast United Jets can give you same day or overnight delivery. And since United Air Lines carries freight on all flights—passenger as well as fast Cargoliners—you have a wide choice of schedules with direct service to 72 U. S. cities. You can reserve space for your shipment to be sure of delivery when needed —airport to airport or door to door. Every shipment receives *extra care* handling. United also can serve you overseas and anywhere in the U. S. A. on a single airbill through extensive interline agreements. Call any United Air Lines office for fast, reliable shipping service . . . for Reserved Air Freight at no extra charge.

900 SCHEDULES A DAY EAST AND WEST

UNITED AIR LINES

Birdy-Back Guide

This guide to birdy-back operations by the major airlines gives a clear picture of the eight airlines now handling containerized shipments and what special equipment they use, make available to shippers

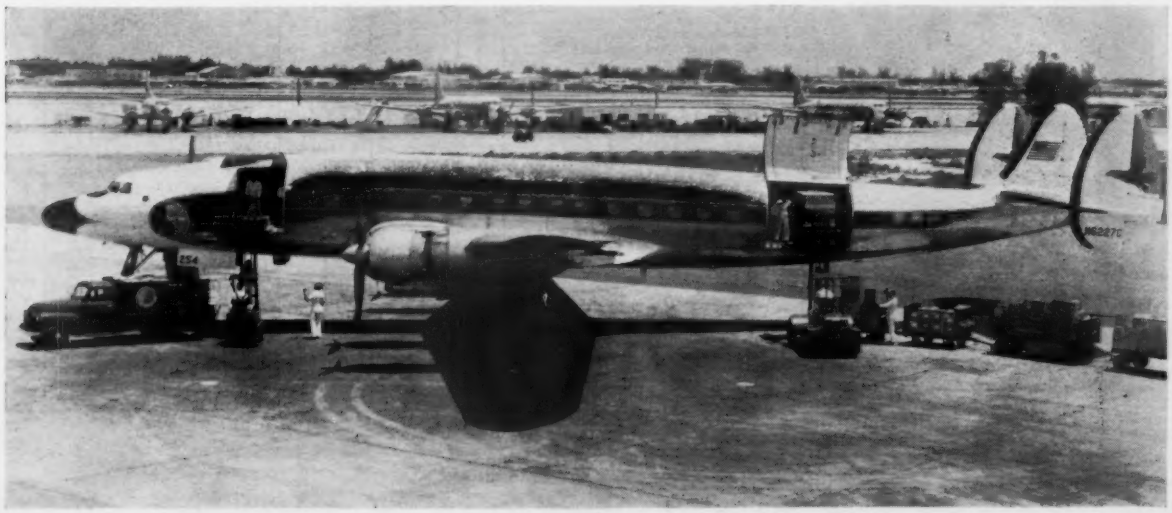
COUNTED AMONG the "firsts" in this issue is the Birdy-Back Guide, a survey of container service offered by the airlines. Eight out of the 19 air carriers surveyed reported that they are actively engaged in container service.

Five of the eight airlines interline with ground carriers. Such interlining between ground and air makes for a well-coordinated worldwide system. Door-to-door shipments with single documentation procedure to and from interior cities on all six continents are possible. In some instances, with programs like this, the airline will bear the responsibility for delivery to points inside the U. S.

A strong advantage is that cargo agents, shippers, and freight forwarders deal with one company, prepare one set of documents, and get invoices from one source. Returns from the DA questionnaire to airlines show that fork-lift trucks are used by the majority of airlines to handle containers. The type of container which is used ranges from plywood to aluminum. Maximum heights of containers accepted by the various airlines differ.

Each of the eight airlines is an originating carrier and all of the eight except one interline with other airlines. Door-to-door service, including pick-up and delivery, is available from all but one of the eight airlines.

As with other forms of containerization, handling efficiency is increased and benefits from a standardization of container specifications. While container sizes may differ, many airlines agree that due to military requirements, many of the containers used for shipping household goods overseas have progressed toward what may become an industry standard. ●



American Airlines

Provide transportation for van-type containers as an originating carrier. Provide containers: wheeled aluminum box 8 ft x 4 ft x 6 ft high. Completely enclosed with hinged door, side opening. Company provides a complete door-to-door container service including pickup and delivery. Maximum dimensions of containers accepted: sliding scale based on combination of length/width. Read from a cargo size chart. Height normally placed at 78 in. They are loaded by fork lift. Loaded at all cities served by all-cargo flights and can be shipped to all cities, destinations, served by all-cargo flights. Offer connecting service via interline agreements with other airlines only as a special arrangement.

Continental Airlines

Transports containers as an originating carrier. Does not provide containers for the service, but operates complete door-to-door container service including pickup and delivery. Perform container service for private shippers who own both the container and contents. Accept maximum dimensions of 32 in. x 48 in. x 91 in. Maximum weight is 500 lb. Handled by conveyor and manpower. Loaded at airports in Los Angeles, Denver, Kansas City, and Chicago. Can be shipped to destinations in those airport cities. Offer connecting service via interline agreements with all certified air carriers with adequate equipment. Provide door-to-door container service on one bill-of-lading involving approximately 100 truck lines. The customer owns containers in this service.

Birdy-Back Service Chart

	Transports Containers	Size and Type of Container Provided by Airlines	Door-to-Door Service	Carry Shippers' Containers	Maximum Dimensions	Loading	Interline with Airlines	Interline with Ground Carriers
Allegheny Airlines, Inc.	N	—	—	—	—	—	—	—
American Airlines, Inc.	Y	Wheeled, aluminum, 8 x 4 x 6 ft.	Y	Y	Sliding scale, 78" high	Fork Lift	N[1]	N
Braniff Airways, Inc.	N	—	—	—	—	—	—	—
British European Airways	N	—	—	—	—	—	—	—
British Overseas Airways Corp.	N	—	—	—	—	—	—	—
Capital Airlines, Inc.	N	—	—	—	—	—	—	—
Continental Air Lines, Inc.	Y	—	Y	Y	32 x 48 x 91", 500 lb.	Conveyor	Y	Y
Delta Air Lines, Inc.	N	—	—	—	—	—	—	—
Flying Tiger Line, Inc.	Y	Tige-Air	Y	Y	74 x 60 x 108" 72 x 66 x 110"	Fork Lift	Y	Y
Frontier Airlines, Inc.	N	—	—	—	—	—	—	—
National Airlines, Inc.	Y	None	Y	Y	Sliding scale	Fork Lift, Ramp	Y	N
North Central Airlines, Inc.	N	—	—	—	—	—	—	—
Northwest Airlines, Inc.	Y	None	N	Y	78 x 72 x 130"	Fork Lift	Y	N
Pan American World Airways, Inc.	Y	Plywood, 5x5x7 ft.	Y	Y	—	Fork Lift	Y	Y[1]
Piedmont Airlines	N	—	—	—	—	—	—	—
Seaboard & Western Airlines, Inc.	Y	None	Y	Y	7 x 7 x 5 ft.	Fork Lift, Conveyor	Y	Y
Trans World Airlines, Inc.	N	—	—	—	—	—	—	—
United Air Lines, Inc.	Y	Grumman	Y	Y	Varies with Plane	Fork Lift, Elevating Platform	Y	Y
Western Air Lines, Inc.	N	—	—	—	—	—	—	—

FOOTNOTES AND SYMBOLS

Y—Yes.

N—No.

[1]—By special arrangement only.

From the Cargo Files of the most experienced jetline in the West!

AVON COSMETICS + CONTINENTAL JET CARGO = SWEET SUCCESS STORY!

THE PRODUCT: A new Avon perfume...Topaze...worth $20 an ounce.

THE PROBLEM: Avon Representatives in the Kansas City area enjoyed overwhelming sales success with Topaze. Therefore, additional supplies were needed immediately to fill their orders. The closest source: Avon's Pasadena Laboratory.

THE SOLUTION: Avon's Kansas City Traffic Manager contacted Continental's Cargo Manager in Los Angeles. Just 8 hours 45 minutes later, a Continental Golden Jet 707 delivered the new supplies—in time to meet all requirements for the unprecedented sales of Topaze. A quick call to Continental—a sweet success story!

Like so many of today's smartest shippers, Avon has learned to rely on Golden Jet cargo service—not just for emergencies but for routine daily deliveries. It keeps inventories low and guarantees delivery dates.

Continental now offers round-the-clock jet cargo flights between Chicago-Los Angeles. Plus jet cargo service to Denver and Kansas City. In addition, Continental's Jet Power Viscount II's and DC-7B's serve 23 major cities in the West and Southwest.

For additional information, contact your local freight forwarder or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colo.

New! Low deferred freight rates now available between Chicago, Kansas City, Denver, Los Angeles!

CONTINENTAL AIRLINES

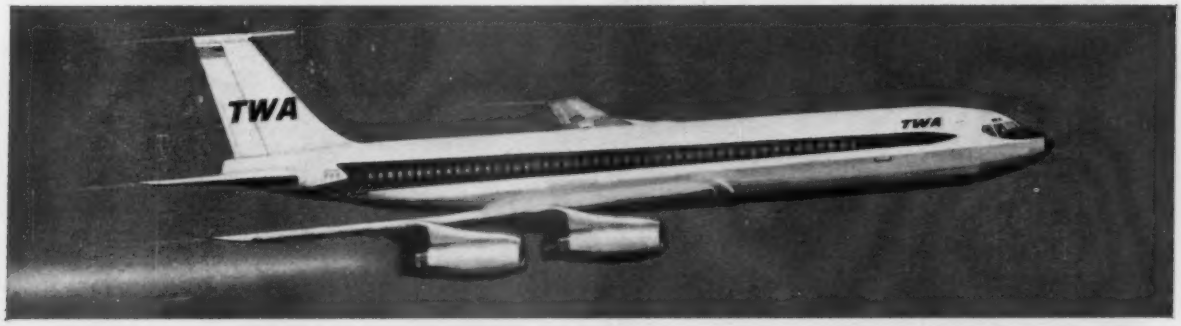
Air Mileages Between U.S. Cities

	NORTHEAST										SOUTH						MID-CONTINENT							WEST			
	Baltimore	Boston	Buffalo	Cincinnati	Cleveland	Detroit	New York	Philadelphia	Pittsburgh	Washington, D.C.	Atlanta	Jacksonville	Memphis	Miami	New Orleans	Richmond	Chicago	Denver	El Paso	Kansas City, Mo.	Minneapolis	St. Louis	Salt Lake City	Los Angeles	Portland	San Francisco	Seattle
Atlanta	575	933	695	374	556	596	760	667	527	547		277	332	598	427	480	592	1208	1293	675	905	485	1580	1935	2172	2133	2180
Baltimore		369	282	430	314	398	184	91	194	33	575	669	788	949	1001	122	611	1505	1750	962	948	731	1858	2313	2367	2451	2341
Boston	369		394	750	561	630	184	279	495	399	933	1015	1133	1261	1359	471	859	1766	2067	1250	1125	1036	2099	2610	2553	2696	2508
Buffalo	282	394		392	191	239	292	279	186	296	695	880	802	1184	1087	375	468	1368	1690	862	733	662	1701	2195	2167	2298	2130
Chicago	611	859	468	249	307	219	724	669	403	600	592	857	481	1181	829	618		901	1249	404	350	251	1249	1735	1752	1847	1721
Cincinnati	430	750	392		221	228	585	501	257	411	374	622	410	957	708	385	249	1090	1333	541	603	308	1450	1892	1987	2037	1974
Cleveland	314	561	191	221		105	418	363	107	310	556	761	627	1084	922	353	307	1223	1521	692	623	488	1567	2053	2063	2163	2035
Denver	1505	1766	1368	1090	1223	1126	1632	1575	1320	1490	1208	1468	878	1732	1079	1485	901		554	552	694	793	380	838	986	956	1019
Detroit	398	630	239	228	105		501	464	203	406	596	832	621	1153	938	445	219	1126	1475	619	519	433	1490	1960	1975	2087	1945
El Paso	1750	2067	1690	1333	1521	1475	1902	1834	1592	1726	1293	1481	978	1662	986	1695	1249	554		836	1156	1033	689	712	1286	993	1373
Jacksonville	669	1015	880	622	761	832	834	748	702	640	277		591	330	516	548	857	1468	1481	952	1192	755	1840	2153	2442	2375	2450
Kansas City, Mo.	962	1250	862	541	692	619	1104	1037	784	944	675	952	379	1247	678	935	404	552	836		406	238	922	1360	1397	1507	1505
Los Angeles	2313	2610	2195	1892	2053	1960	2460	2402	2137	2302	1935	2153	1602	2355	1675	2283	1735	838	712	1360	1522	1584	575		821	327	940
Memphis	788	1133	802	410	627	621	963	876	660	762	332	591		878	352	715	481	878	978	379	700	242	1250	1602	1852	1800	1867
Miami	949	1261	1184	957	1084	1153	1093	1017	1016	922	598	330	878		675	828	1181	1732	1662	1247	1516	1073	2098	2355	2716	2603	2740
Minneapolis	948	1125	733	603	623	519	1020	981	745	931	905	1192	700	1516	1050	1185	350	694	1156	406		464	991	1522	1427	1590	1399
New Orleans	1001	1359	1087	708	922	938	1184	1090	923	971	427	516	358	675		899	829	1079	986	678	1050	599	1433	1675	2063	1923	2098
New York	184	184	292	585	418	501		93	313	213	760	834	963	1093	1184	290	724	1632	1902	1104	1020	888	1972	2460	2454	2580	2421
Philadelphia	91	279	279	501	363	464	93		267	120	667	748	876	1017	1090	200	669	1575	1834	1037	981	808	1923	2402	2419	2518	2388
Pittsburgh	194	495	186	257	107	203	313	267		204	527	702	660	1016	923	242	403	1320	1592	784	745	555	1670	2137	2174	2264	2145
Portland, Ore.	2367	2553	2167	1987	2063	1975	2454	2419	2174	2360	2172	2442	1852	2716	2063	2392	1752	986	1286	1397	1427	1723	632	821		552	143
Richmond	122	471	375	385	353	445	290	200	242	96	480	548	715	828	899		618	1485	1695	935	1185	699	1850	2283	2393	2436	2362
St. Louis	731	1036	662	308	488	433	888	808	555	719	485	755	242	1073	599	699	251	793	1033	238	464		1158	1584	1723	1736	1722
Salt Lake City	1858	2099	1701	1450	1567	1490	1972	1923	1670	1845	1580	1840	1250	2098	1433	1850	1249	380	639	922	991	1158		575	632	601	691
San Francisco	2451	2696	2298	2037	2163	2087	2580	2518	2264	2443	2133	2375	1800	2603	1923	2436	1847	956	993	1507	1590	1736	601	327	552		680
Seattle	2341	2508	2130	1974	2035	1945	2421	2388	2145	2335	2180	2450	1867	2740	2098	2362	1721	1019	1373	1505	1399	1722	691	940	143	680	
Washington, D.C.	33	399	296	411	310	406	213	120	204		547	640	762	922	971	96	600	1490	1726	944	931	719	1845	2302	2360	2443	2335

TWA THE SuperJet AIRLINE offers you two great cargo services!

Ship coast-to-coast and overseas on TWA Super Sky Merchant Fleet

Excellent service between New York, Chicago and California on TWA's all-cargo Super Sky Merchant flights. Early morning deliveries in Chicago and California. In New York ...direct connections with Super Sky Merchants to major trade centers of Europe. Also, daily service to Philadelphia, Pittsburgh, St. Louis, Indianapolis, Kansas City and San Francisco. For dependable, on-time service, specify TWA Super Sky Merchant Fleet!



TWA Jet Freight... across the U. S. and Overseas!

Speed your shipments at home or abroad with TWA Jets and giant TWA SuperJets! Immense cargo capacity...10,000 lbs. each! And only TWA offers Jet Freight service to European trading centers from major U. S. markets...San Francisco, Los Angeles, St. Louis, Chicago, and New York. TWA's Jet Fleet and Super Sky Merchant Fleet serve 70 U. S. cities, 23 world centers. And almost anything goes by TWA...often at less cost than by surface.

Call your freight forwarder or nearest TWA Air Freight office

FASTEST COAST-TO-COAST

TWA

THE SUPERJET AIRLINE*

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*TWA THE SUPERJET AIRLINE is a service mark owned exclusively by Trans World Airlines, Inc.

Pan Am Schedules More ALL-CARGO Flights DIRECT to

Pan Am fills the Atlantic skies with more and more all-cargo Clippers*! Giant new DC-7F Merchantmen Clippers, world's fastest all-cargo planes! Carrying your product direct to Europe and the Middle East *without transfer to another plane before leaving the U.S.* And this is in addition to present expanded cargo service aboard Pan Am Jet Clippers!

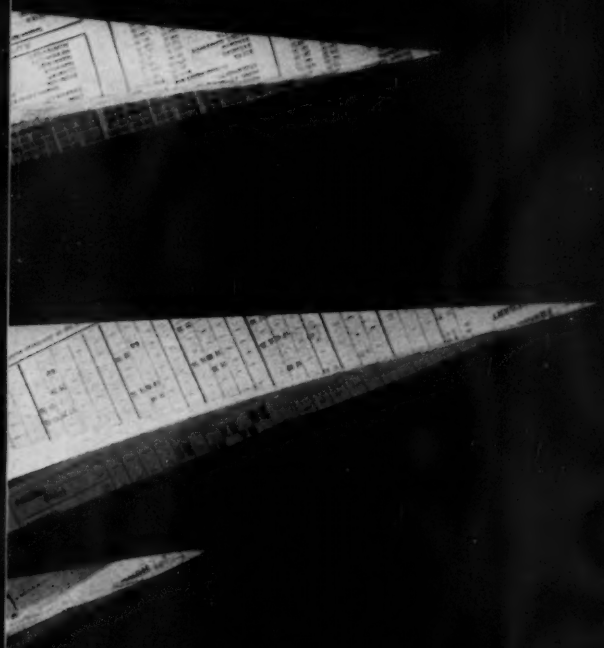
Merchantmen Clippers fly over 15 tons of well-pampered cargo. With holds 60 feet long and jumbo-size doors, they can take aboard bigger, bulkier loads than were ever possible before!

It's another example of Pan Am's ever-growing, ever-improving service. More space! More speed! Greater convenience for you! It shows why more and more American companies today depend on Pan Am as their best means of *regular* overseas product distribution.

NEW LOW RATES, TOO!

And with all other Pan Am advantages, transatlantic cargo rates are lowered by a whopping 45% on loads of 22,000 pounds or more. More and more, it costs less to ship by Pan Am than the total for surface transportation.

You deserve the advantages Pan Am can give. Call your cargo agent, freight forwarder or Pan Am office. Get your product *aboard today, abroad tomorrow!*



ALL-CARGO TO:

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STUTTGART
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AND THE

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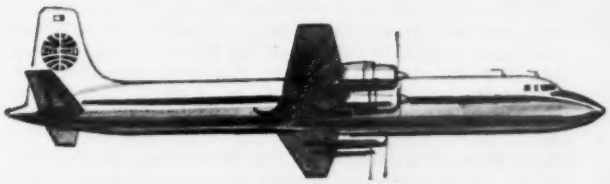
EAST!

Europe and the Middle East!



PAN AM CLIPPER CARGO

via the WORLD'S MOST EXPERIENCED AIRLINE

PAN AM

*Trade Mark, Reg. U. S. Pat. Off.

Birdy-Back Guide . . .

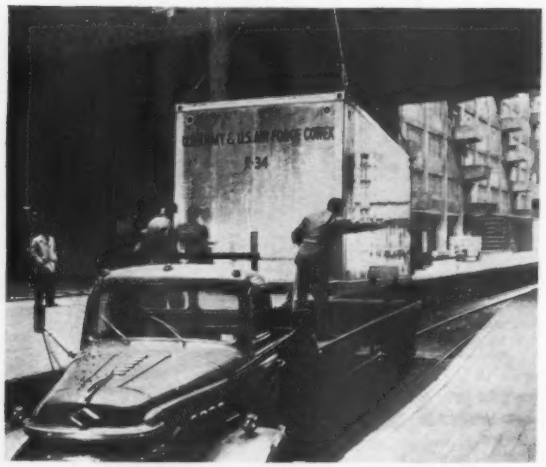
National Airlines

Provide transportation for van-type containers as an originating carrier and as an intermediate carrier. Provide containers for this service as part of a complete door-to-door container service including pickup and delivery. Container service also performed for private shippers who own both container and its contents. Maximum measurements: sliding scale with heights up to 74 in. and widths up to 86 in. Loaded by fork lift; ramp loading at Miami, Fla. Loaded at Miami and Idlewild for destinations in Europe and South America. Participating carriers can be arranged.

Flying Tiger Line, Inc.

Provide transportation for van-type containers that are interchangeable with other forms of transportation as an originating carrier. Containers are provided: Tige Air-Van containers. Plywood, cardboard, steel strap, and skidded. Company provides a complete door-to-door container service including pickup and delivery. Also performed for private shippers who own both container and contents. Accept containers with dimensions of maximum 74 in. high x 60 in. wide x 108 in. long and containers 72 in. high x 66 in. wide x 110 in. long. Loaded by fork lift. Also electric "Johnson Bar." Shipments loaded at: Birmingham, Ala.; Boston, Mass.; Chicago, Ill.; Canton, Ohio; Cleveland, Ohio; Detroit, Mich.; Hartford, Conn.; Los Angeles, Calif.; Milwaukee, Wis.; Newark, N. J.; Oakland, Calif.; Philadelphia; Portland, Ore.; Rochester, N. Y.; San Diego, Calif.; San Francisco; Seattle, Wash.; and Toledo, Ohio. Containers can be shipped to all those points. Offer connecting service via interline agreements with all cargo lines plus the combination freight and passenger lines, domestic and international. Provide door-to-door container service on one bill-of-lading involving approximately 40 truck lines. Shipper owns containers in this service.

Cargo Container Begins Test

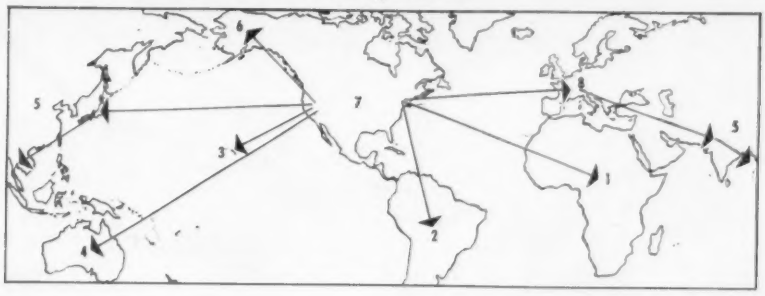


The 20-ft aluminum cargo container being transferred to a truck-trailer chassis from a flatcar is entering the first stage of tests. For a year, the U. S. Army Transportation Terminal Command is putting the Highway Trailer Co. container through its paces over military shipping facilities in a world-wide test. The container is one of eight leased to the Army for tests

Northwest Orient Airlines

Provide transportation for van-type containers that are interchangeable with other forms of transportation as both an originating and intermediate carrier. Containers not provided by airline. Small containers are handled. Container service is performed for private shippers who own container and its contents. Maximum dimensions of containers accepted: 78 in. x 72 in. x 130 in. Loaded by fork lift at Anchorage, Alaska; Chicago, Ill.; Detroit, Mich.; Milwaukee, Wis.; Madison, Wis.; Minneapolis-St. Paul, Minn.; Portland, Ore.; Seattle-Tacoma, Wash.; and Tokyo. Offer connecting service via interline argeements with other airlines.

Pan American World Airways, Inc.



LEXICON OF CONTINENTS SERVED

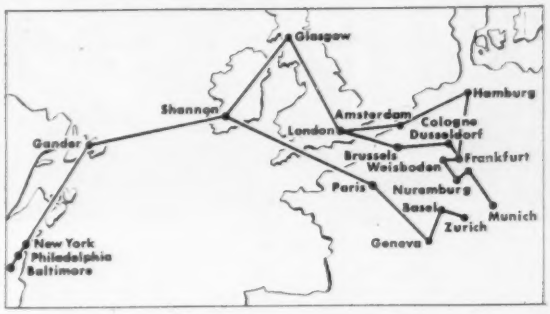
1. Africa
2. South America
3. Hawaiian Islands
4. Australia
5. Asia
6. Alaska
7. United States
8. Europe

Provide transportation for van-type containers. Operation of interchange is limited. Service provided as originating carrier with 5 x 5 x 7 ft plywood, knockdown containers provided. Company provides complete door-to-door container service with pickup and delivery by interline carriers. Containers are loaded by fork lift at major airports of the world—shipped to same destination airports. Offer connecting service interline agreements with between 100 and 150 world carriers, only those operating freighters capable of carrying containers. Door-to-door container service is accomplished on occasion by special arrangement. A single bill-of-lading may or may not be employed.

United Air Lines, Inc.

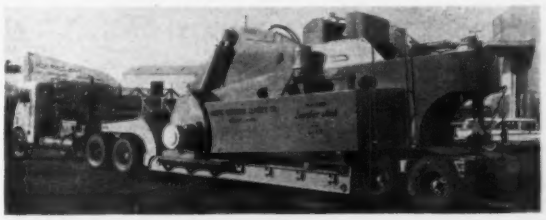
Provide transportation for van-type containers as both an originating and intermediate carrier. Grumman containers are provided in complete door-to-door service which includes pickup and delivery. Service also performed for private shippers who own both container and its contents. Containers are loaded by fork lift and elevating platform. Airports where shipments are loaded or shipped to are contingent upon revenue volumes; any stop point—some require advance arrangements—normal at all-cargo aircraft stops only. Offer connecting service via interline agreements with all airlines capable of handling the involved container and commodity. Provide a door-to-door container service on one bill-of-lading involving REA, various truck and van lines, also ship lines.

Seaboard & Western Airlines, Inc.

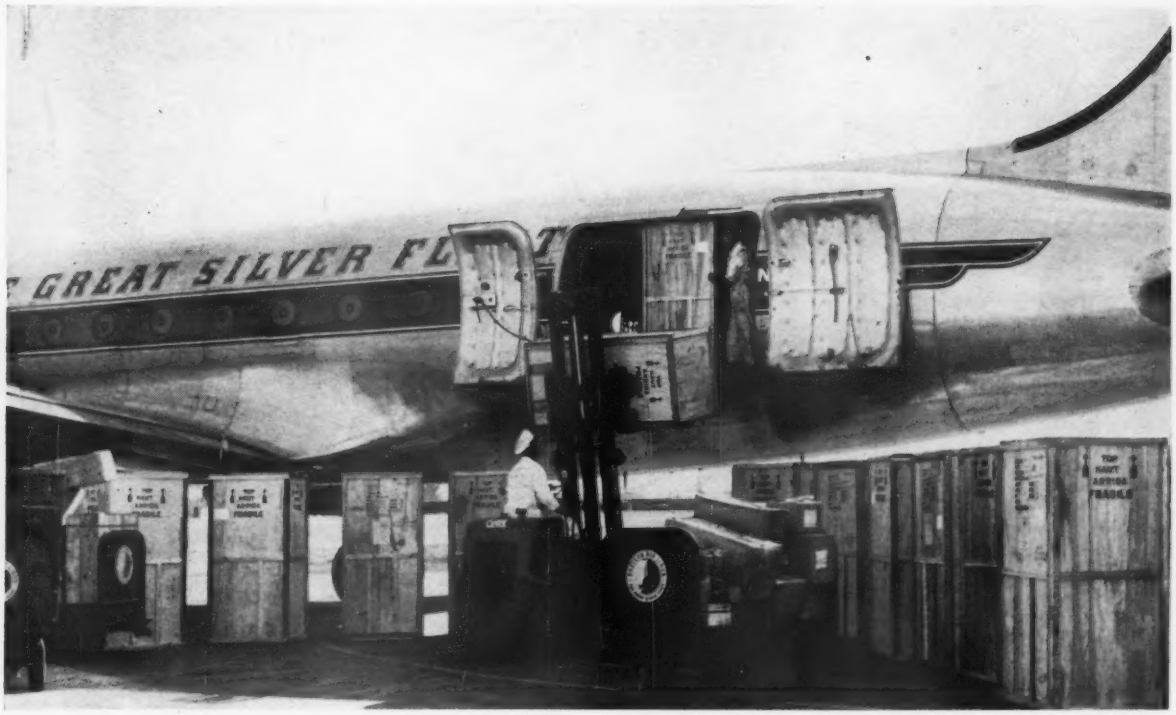


Provide transportation for van-type containers that are interchangeable with other forms of transportation. Operate as both an originating and intermediate carrier. Company provides a complete door-to-door container service including pickup and delivery and performs service for private shippers who own both container and its contents. Maximum dimensions of containers accepted are 7 ft x 7 ft x 5 ft loaded by fork lift and conveyor at New York for Paris, London, Frankfurt or anywhere served by all-cargo planes. Offer connecting service via interline agreements with IATA carriers. Provide door-to-door container service on one bill-of-lading involving North American Van Lines, United Van Lines, and Allied Van Lines participating. In this service, shipper purchases containers.

Lowbed Trailer for Heavies



This lowbed trailer simplifies loading and transporting of heavy equipment for Willamette Hauling of Portland, Ore. Secret of smooth operation lies in the gooseneck. The trailer bed detaches from the gooseneck and can be lowered to the ground with hydraulic jacks. Heavy machinery can be driven or winched up an inclined ramp onto the trailer which is then jacked and coupled with gooseneck



Directory of Airports

Akron Canton Airport, No. of flights in 109, out 109. **Facilities:** Air Express Bldg., Airline Cargo Bldg., United Airlines Freight Office. **All-cargo flights** offered to and from Chicago, Cincinnati, Columbus, Dayton, Detroit, Kansas City, NYC, St. Louis, Washington. **Airlines:** American, Capital, Eastern, Flying Tiger, United.

Atlanta Airport, No. of flights in 2350, out 2150. **Facilities:** Two Air Freight Bldgs., Airmail Field Post other Air Express Bldg. **All-cargo flights** offered to and from New York, Philadelphia, Chicago, Cleveland, Orlando, Tampa, West Palm Beach, Miami, San Juan, P. I., Baltimore, Birmingham, New Orleans, Dallas, Houston. **Airlines:** Capital, Delta, Eastern, Southern, TWA, Riddle, Northwest Orient.

Baltimore, Friendship International Airport, No. of flights in 476, out 476. **Facilities:** Air Freight, Air Express. **All-cargo flights** offered to and from Baltimore, Philadelphia, New York. **Airlines:** Allegheny, American, Capital, Delta, Eastern, National, Pan American, Trans World Airlines, United.

Birmingham (Ala.) Municipal, No. of flights in 420, out 420. **Airlines:** Capital, Delta, Eastern, Southern.

Boston, Mass., Logan International Airport, East Boston 28. No. of flights in 1238, out 1238. **Facilities:** Central Air Freight Terminal Bldg. and Cargo Apron. Terminal houses individual airline freight facilities, air freight forwarders, air express facility and U. S. Postal facility (AMF). **All-cargo flights** offered to and from Ankara, Turkey; Amsterdam, Holland; Berlin, W. Germany; Beirut, Lebanon; Brussels, Belgium; Burbank, Calif.; Calcutta, India; Chicago, Ill.; Cleveland, Ohio; Dallas, Texas; Denver, Colo.; Detroit, Mich.; Frankfort, Germany; Gander, Greenland; Hartford, Conn.; Istanbul, Turkey; Karachi, India; London, England; Los Angeles, Calif.; Munich, Germany; Newark, N. J.; New Delhi, India; Portland, Ore.; San Diego, Calif.; Seattle, Wash.; Shannon, Ireland; Stuttgart, Germany; Tehran, Iran; Venice, Italy. **Air lines:** American, United, Pan American, Flying Tiger, Quick Trans, Alitalia, Allegheny, BOAC, Eastern, Irish, Mohawk, National, Northeast, Trans Canada, Trans World.

Buffalo, Cheektowaga, N. Y., Greater Buffalo International Airport, Genesse St. No. of flights in 541, out 541. **Facilities:** American Airlines Air Freight and Express Terminal Bldg. **All-cargo flights** offered to and from Newark, Buffalo, Chicago, Los Angeles. **Airlines:** Allegheny, American, Capital, Lake Central, Mohawk.

Chicago-O'Hare International Airport, Bensenville, Ill. No. of flights in 1710, out 1710. **Facilities:** Air Freight Bldg., Post Office, Air Express Office. **All-cargo flights** offered to and from Boston, Dallas, Los Angeles, Newark, New York, London, England. Also cities in Ill., Ind., Mich. and Wisc. **Airlines:** Air France, American, Braniff, BOAC, Capital, Delta, Eastern, Lufthansa, North Central, Northwest.

Cincinnati, Ohio, Greater Cincinnati Airport, Boone County, Ky. No. of flights in 770, out 770. **Facilities:** Large Cargo Bldg., complete air mail facility. **All-cargo flights** offered to and from all major cities. **Airlines:** American, Delta, Lake Central, Trans World, Zantop Air Transport.

Cleveland Hopkins Airport. No. of flights in 1050, out 1050. **Facilities:** AMF & AIREX in Terminal Bldg., Air Freight in 4 hangars. **All-cargo flights** offered to and from Flying Tiger Coast to Coast, Riddle Airline, Florida & Gulf Coast, United Airlines, Coast to Coast. **Airlines:** Allegheny, American, Capital, Eastern, Lake Central, Northwest, Trans Canada, TWA, United, Mohawk.

Dallas Love Field. No. of flights in 1507, out 1507. **Facilities:** Building specialized for terminal handling of air mail, cargo, express. The building is 85 x 450 ft. The dock is truck bed height on one side and ramp vehicle height on other side. **Airlines:** American, Braniff, Delta, Cargo flights. Continental, Central, Trans-Texas, passenger and cargo.

El Paso International Airport, P. O. Box 681. No. of flights in 112, out 112. **Facilities:** Each carrier has own. **Airlines:** American, Continental, Trans-Texas Airways.

Fairbanks, Alaska, Phillips Field, Box 1027. No. of flights in 100, out 100. **Facilities:** Air freight by Fairbanks Air Service. **All-cargo flights** offered to and from all interior cities of Alaska. **Airlines:** Fairbanks Air Service.

Fort Worth, Texas, Amon Carter Field. No. of flights in 644, out 644. **Facilities:** Airlines have individual air cargo rooms at airplane ramp level with front to truck cargo loading docks. A 3000 sq ft air Mail Post Office. Seven scheduled pick-up or deliveries for air-express by REA messenger daily. One carrier provides a refrigerated vault for perishables and an In Bond storage locker. **Airlines:** American, Braniff, Central, Continental, Delta, Trans-Texas.

Friendship International Airport, Baltimore, Md. No. of flights in 476, out 476. **Facilities:** Air Freight, Air Express. **All-cargo flights** offered to and from Baltimore, New York, Philadelphia. **Airlines:** Allegheny, American, Capital, Delta, Eastern, National, Pan American, Trans World, United.

Honolulu International Airport, Honolulu 17. No. of flights in 500, out 500. **All-cargo flights** offered to and from San Francisco and between all island airports —Honolulu, Hilo, Upolu, Kamuela, Kona, Kahului, Hana, Molokai, Lanai, Lihue. **Airlines:** Aloha Airlines, British Overseas, Canadian Pacific, Hawaiian, Japan, Northwest, Pan American, Qantas, United.

Indianapolis Municipal Airport, 2500 S. High School Rd. **Facilities:** Freight, mail and express docks. **All-cargo flights,** Delta to and from Chicago on a flag stop base. TWA cargo from coast to coast. East & West Zantop Airlines cargo to Detroit. **Airlines:** American, Delta, Eastern, Lake Central, Ozark, TWA, Zantop.

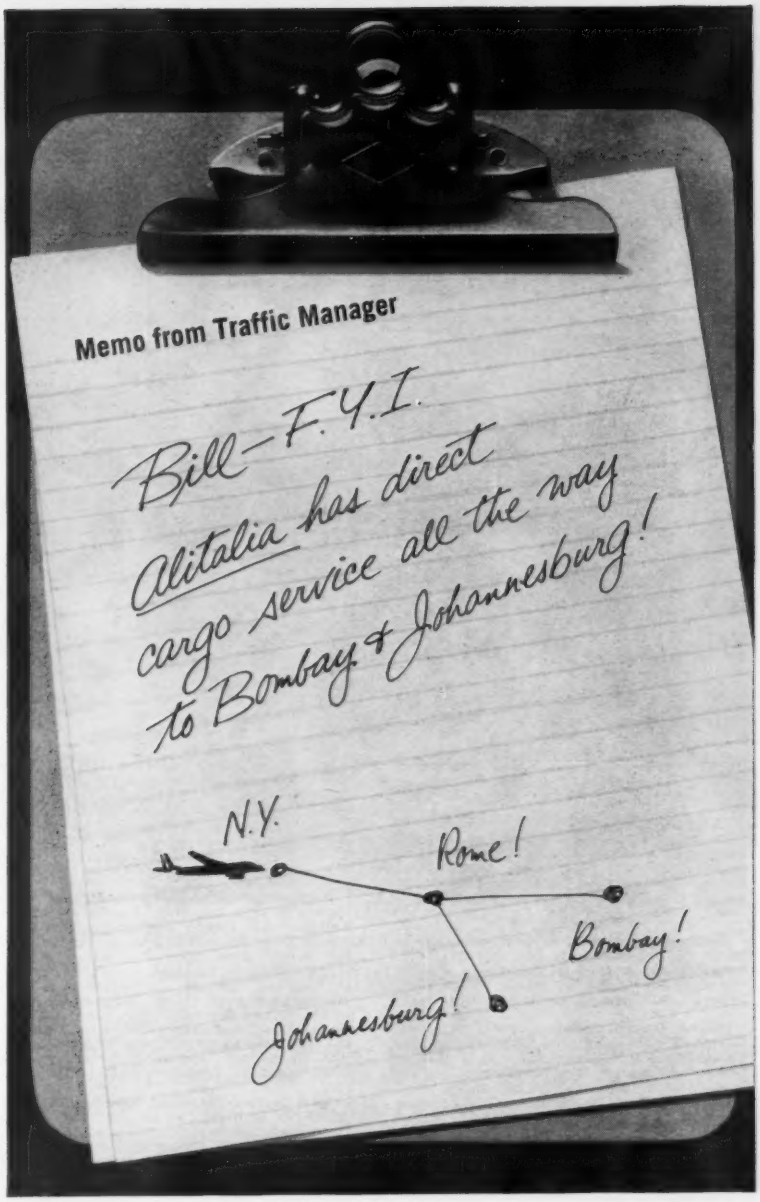
Jacksonville, Fla., Thomas Cole Imeson, 10101 N. Main St. No. of flights in 518, out 518. **Facilities:** Air Freight Co. has office on airport, AMF facilities on airport and Air Express pickup 10 times daily. **Airlines:** Capital, Delta, Eastern, Golden Isles, National, Northeast, Southern.

Los Angeles International Airport, 1 World Way. No. of flights in 3045, out 3045. **Facilities:** Air freight terminal bldg., separate parking positions for various cargo planes, freight terminal office for cargo lines. **All-cargo flights** offered to and from Dallas, Memphis, Nashville, Washington, Baltimore, Philadelphia, Newark, New York, Boston, Buffalo, St. Louis, Chicago, Detroit, Kansas City, Hartford-Springfield, Akron, Cleveland, South Bend, Milwaukee, Detroit, Salt Lake, San Francisco-Oakland, San Diego, Columbus, Ohio, Pittsburgh, PAA cargo flights servicing Latin-American cities

Please Turn Page

Retail Price Sticks

When the U. S. government required auto manufacturers to apply a "suggested retail price label" on a car's side window, Chrysler Corp. went to its traffic and purchasing departments for a solution. With the help of Glue Fast Equipment Co. engineers, Chrysler now uses this special speed gluer. A label is run through the device, then attached to a window. The machine can be adjusted to put glue on any part of a label

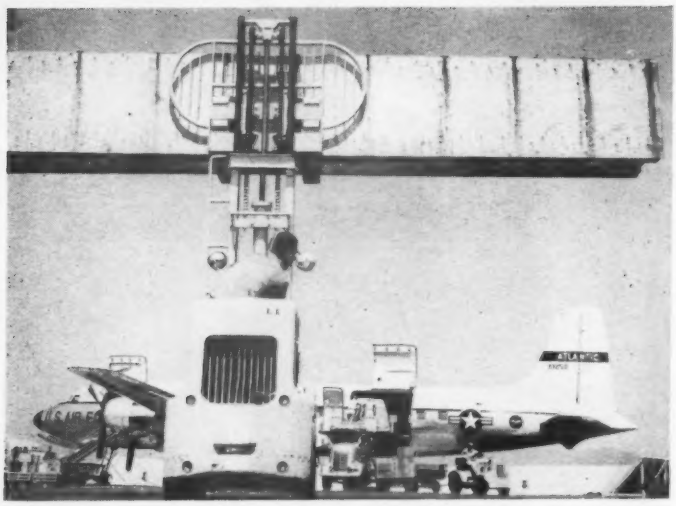


As far as cargo goes, Alitalia goes all the way! Jet cargo service from New York, Boston and Montreal, nonstop to London, Milan, Rome . . . and one stop to Tel Aviv, Beirut, Damascus, Baghdad and Teheran. Alitalia's cargo network extends to major cities in Europe, Africa, the Middle and Far East, offering reserved space for shipments on all flights . . . insuring prompt delivery to all destinations. Take advantage of Alitalia's greatly reduced rates **now in effect!**

ALITALIA AIRLINES

As far East . . . as far South . . . as far as cargo goes

For flight schedules and rates, contact an expert—your Freight Forwarder or ALITALIA, Airfreight, 666 Fifth Avenue, N.Y. 19, N.Y.



Directory of Airports . . .

from Guatemala down to Tocumen, Panama. **Airlines:** American Airlines, Pan American, TWA, United.

Louisville, Ky., Standiford Field, Louisville & Jefferson County Air Board, Lee Terminal, Louisville, Ky. No. of flights in 616, out 616. **Facilities:** Air Express Office, Emery Air Freight. **Airlines:** American, Delta, Eastern, Ozark, Piedmont, TWA.

Memphis Municipal Airport, Winchester Pike. No. of flights in 588, out 581. **All-cargo flights** offered to and from Atlanta, Chicago, Los Angeles, Miami, New York, Tampa. **Airlines:** American, Delta.

Miami International Airport, 20th St., Miami 59. No. of flights in 2112, out 2112. **Facilities:** Air Express Agency, U. S. Post Office. **All-cargo flights** offered to and from Akron, Atlanta, Birmingham, Boston, Buffalo, Charleston, Chattanooga, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Ft. Worth, Houston, Jacksonville, Kansas City, Louisville, New Orleans, New York, Philadelphia, Pittsburgh, San Francisco, Savannah, Shreveport, St. Louis, Tampa, Washington. **Airlines:** AVENSA-Venezuelan, Avianca, Aviateca, BOAC, Braniff, British West Indian, Capital, CDA-Dominican, CUBANA, Delta, Eastern, Ecuadorian, Guest, KLM-Dutch, LACSA-Costa Rican, LLC-Columbian, LAN-Chilean, LaNica-Nicaraguan, LAV-Venezuelan, Lloyd, Mackey, National, Northeast, Pan American, RAS, REAL - Aerovias Brasil, TAN, TWA, RANSA, Riddle.

Milwaukee, General Mitchell Field, 5300 S. Howell Ave., Milwaukee 7. No. of flights in 700, out 700. **Facilities:** Air Express Div. of Railway Express has Airport office open 24 hrs. daily. **Airlines:** American, Capital, North Central, Northwest, United, Eastern.

Minneapolis-St. Paul International Airport, Wold-Chamberlain Field, 6301 34th Avenue South. No. of flights in 800, out 800. **Facilities:** Air Freight, Air Mail, Air Express, U. S. Post Office. **All-cargo flights** offered to and from New York, Seattle. **Airlines:** Braniff, Capital, Eastern, North Central, Northwest, Ozark, Western.

Mobile, Ala., Bates Field, Mobile Municipal Airport, Rt. 5, Springhill. No. of flights in 182, out 182. **All-cargo flights** offered to and from Atlanta, Houston, Mobile, New Orleans, New York. **Airlines:** Capital, Eastern, National.

Nashville Municipal Airport, Murfreesboro Rd., Nashville 10, Tenn. No. of flights in 350, out 350. **Facilities:** New Air Mail-Air Freight Bldg. nearing completion. **All-cargo flights** offered to and from West Coast and New York. **Airlines:** American, Braniff, Eastern, Trans World, Southern.

Newark Airport, Newark, N. J. No. of flights in 1190, out 1191. **Facilities:** Three-building Air Cargo Center provides 108,000 sq ft of space for processing domestic air cargo. One-story Air Cargo Service Building provides 28,000 sq ft for freight forwarders, cartage companies and REA. **All-cargo flights,** 110 weekly, to all major cities served by following carriers. **Airlines:** Allegheny, American, Braniff, Capital, Delta, Eastern Flying Tiger, Modern Air Transport, Mohawk, National, New York Airways, Trans World, United.

New Orleans, Moisant International Airport. No. of flights in 550, out 550. **Facilities:** PAA has constructed a platform that covers one-half of hangar for stge. and loading of freight. **All-cargo flights** offered to and from Guatemala City, New Orleans, Atlanta, Charlotte, Philadelphia, New York, Houston to Dallas. **Airlines:** AAXICO, Aviateca, PAA, Delta.

New York International Airport, Jamaica 30, N. Y. No. of domestic flights in 1388, out 1388; overseas flights in 445, out 445. **Facilities:** Four cargo-handling buildings, a three-story cargo service building housing freight forwarders, customs brokers, cartage companies, government agencies handling international operations. ASPCA operates Animalport for temporary care of animals, birds, reptiles. Outdoor paddocks for exercise and feeding of cattle. **All-cargo flights** offered to and from every major city in the free world. Offers 100 domestic and 93 overseas flights per week. **Airlines:** American, Braniff, Capital, Delta, Eastern, Flying Tiger, Global, Mohawk, National, New York Airways, Northeast, Northwest, Overseas National Airways, Pan American Grace Airways, Pan American World Airways, Riddle Airlines, Seaboard & Western, Trans Caribbean, Trans World, United.

New York, La Guardia Airport, Flushing 71, New York. No. of flights in 1433, out 1433. **All-cargo flights,** 46 weekly, offered to and from all major cities served by air carriers mentioned hereafter. **Airlines:** American, Capital, Eastern, New York Airways, Northeast, Trans World, United.

Norfolk Municipal Airport, Norfolk 15, Va. No. of flights in 151, out 157. **Airlines:** Capital, National, Piedmont.

Oakland, Calif., Metropolitan Oakland International Airport, Hegenberger Rd. and Doolittle Dr. No. of flights in 130, out 269. **Facilities:** Air express office located next to the Terminal Bldg. **All-cargo flights** offered to and from Chicago, Cleveland, Denver, Detroit, Hartford-Springfield, Los Angeles, New York, Philadelphia. **Airlines:** United, American, Western Pacific, West Coast, Transocean, and TWA. U. S. Overseas Airlines and Great Lakes Airlines, operating from Honolulu and Burbank also provide passenger and cargo service.

Oklahoma City, Okla., Will Rogers Field, P. O. Box 1277. No. of flights in 361, out 360. **Facilities:** 1490 sq ft of cargo space in separate building used by all airlines for handling of air cargo, express, and

Corrugated Strength

A recent exhibition of corrugated container strength consisted of a corrugated container holding up a 3100-lb sedan. The container was of triple-wall corrugated board supplied from a commercial run at Tri-Wall Containers, Inc. The board is formed by passing seven webs of paper through a combining machine simultaneously

Trotters Via Air Freight

Five European trotting stars reached a Yonkers, N. Y., race track well ahead of post time. They went from Pisa, Italy, aboard a Lufthansa super constellation—all arranged by American Express. Trainers, drivers, and grooms went too, equipped with sulkies, harnesses, provender, and water. Special stalls held horses and grooms

mail. **Airlines:** American, Braniff, Central, Continental, TWA.

Omaha Municipal Airport, Eppley Airfield, Box 1, Airport Station, Omaha 10. No. of flights in 750, out 750. **Facilities:** Air Mail Field Post Office. **All-cargo flights** offered to and from Chicago, Denver, San Francisco, Salt Lake City. **Airlines:** Braniff, Frontier, North Central, Ozark, United.

Philadelphia International Airport, Philadelphia 42, Pa. No. of flights in 1050, out 1060. **Facilities:** Air Freight and Cargo Bldg., plus Air Freight Storage areas in Terminal Bldg.—40,000 sq ft Air

Please Turn Page

Rubber Ball Dunnage

As the mighty oak comes from an acorn, so the "Red Ball Express" comes from the variety store. American Glass Co. devised this new way of handling windshield deliveries in the Sacramento, Calif., area. A specially-constructed unit rests on a standard pick-up truck. Windshields, 15 of them, are held in V-shaped slots. Toy rubber balls and white rubber boat gunnels brace each windshield. There's a sponge rubber pad on the bottom

"When an oil rig needs parts 'yesterday' isn't soon enough ... so we use Delta Air Freight"

A day lost can cost its customers up to $10,000 so Hughes Tool Co. of Houston, Texas, relies on Delta to rush vital equipment to the field.

"Customers phone us from the 4 corners of the globe," says N. E. Cloud, Traffic Manager. "When an oil rig is idle, the loss in production can mount to thousands of dollars a day. We meet these emergencies easily by shipping field equipment by air freight. Delta plays a major role in helping us keep customers satisfied."

Profit from Delta's BIG PLUS

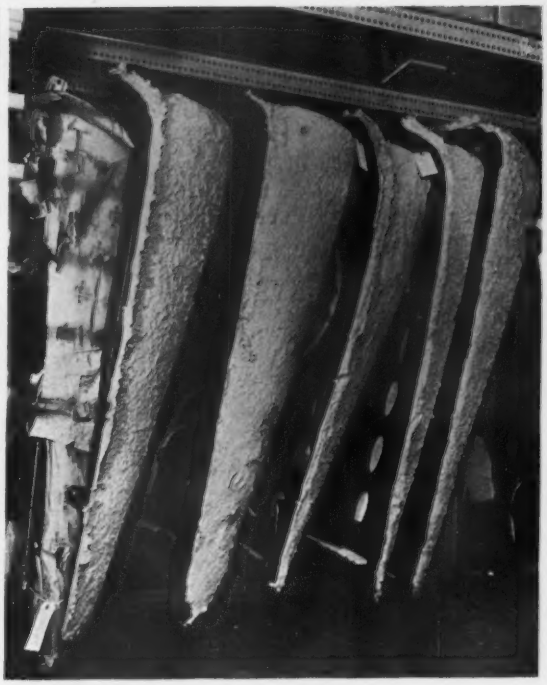
Delta operates all-cargo flights and in addition carries freight on every passenger flight, including Jets. Delta cuts a dozen hidden costs of surface shipping for most every product under the sun . . . gives you next-day delivery to boot!

Delta all-cargo flights serve

Atlanta • Charlotte
Chicago • Cincinnati • Dallas
Detroit • Miami • Memphis
Houston • New Orleans • Orlando
New York • Philadelphia

General Offices: Atlanta Airport, Ga.

Delta AIR LINES
AIR FREIGHT
DOOR-TO-DOOR



Meat Rack Hooks Fenders

When the inventory of car parts at Falcon Buick Co., Inc., N. Y., grew to 30 times its normal size recently, meat racks helped save the day. The auto dealer found that pre-painted steel angle members formed a mezzanine floor section and an almost perfect answer. Odd-shaped parts like fenders now hang on hooks as if sides of beef. Republic Steel makes the metal "lumber" used

Directory of Airports . . .

express and freight forwarders offices and stge. areas. **All-cargo flights** offered to and from Atlanta, Baltimore, Boston, Charlotte, Chicago, Cincinnati, Cleveland, Dallas, Detroit, Hartford-Springfield, Houston, Indianapolis, Kansas City, Los Angeles, Miami, Newark, New Orleans, New York, Orlando, San Francisco, St. Louis, Tampa. **Airlines:** All-cargo, American, Capital, Delta, PAA, National, TWA, United, Riddle.

North Philadelphia Airport, Grant Ave. and Ashton Rd., Philadelphia 36. No. of flights in 1000, out 1000. **Facilities:** Delaware Aviation Corp. (Base Operator.)

Phoenix, Arizona, Sky Harbor Airport, 3000 Sky Harbor Blvd. No. of flights in 2517, out 2517. **Facilities:** 2525 sq ft of cargo space in separate bldg. used by American and TWA for air cargo handling, express, air mail.

Greater Pittsburgh Airport, Pittsburgh, Pa. No. of flights in 1078, out 1078. **Facilities:** Cargo dock on field floor of airport terminal bldg. accommodates scheduled airlines and forwarding companies. **All-cargo flights** offered to and from Kansas City, Los Angeles, New York, Pittsburgh, St. Louis, San Francisco. **Airlines:** Allegheny, American, Capital, Eastern, Lake Central, Northwest, TWA, United.

Portland International Airport, 7000 N. E. Airport Way, Portland 18, Oregon. No. of flights in 622, out 622. **Facilities:** Cargo Bldg. for handling freight and express. **All-cargo flights** offered to and from Astoria, Aberdeen, Albany, Baker, Boise, Burley, Burns, Coeur D'Alene, Ephrata, Eugene, Klamath, La Grande, Lakeview, Lewiston, McCall, Medford, Newport, North Bend, Oakland, Olympia, Omak, Ontario, Pendleton, Pocatello, Port Angeles, Portland, Pullman, Ruseburg, Sacramento, Salem, San Francisco, Seattle, Spokane, Twin Falls, Walla Walla, Yakima. **Airlines:** Alaska Airlines, Flying Tiger, General Airways, Northwest Orient, Pan American, Pacific Northern, United, Western, West Coast.

Lambert-St. Louis Municipal Airport, St. Louis 34, Mo. No. of flights in 2156, out 2155. **Facilities:** Air Cargo Bldg. with separate facilities in Air Terminal Bldg. for mail, express, and freight. New cargo building to be built within the year. **All-cargo flights** offered to and from Baltimore, Chicago, Cincinnati, Columbus, Indianapolis, Kansas City, Los Angeles, New York, Philadelphia, Pittsburgh, San Francisco. **Airlines:** American, Braniff, Central, Delta, Eastern, Ozark, TWA.

Salt Lake Municipal Airport #1, Salt Lake City, Utah. No. of flights in 315, out 315. **Facilities:** Storage for large size or extreme bulk shipments. **All-cargo flights** offered to and from Chicago, Denver, Portland, Seattle. **Airlines:** Bonanza, Frontier, United, West Coast, Western.

San Antonio International Airport, 450 Airport Blvd., San Antonio, Texas. No. of flights in 368, out 367. **All-cargo flights** offered to and from Boston, Buffalo, Chicago, Dallas, Detroit, Mexico City, New York. **Airlines:** American, Braniff, Compania Mexicana De Aviacion, Continental, Eastern, Trans-Texas.

San Francisco International Airport, San Francisco, Calif. No. of flights in 1500, out 1500. **Facilities:** Air Mail and Air Cargo Bldg. Two additional cargo bldgs. being built for 74,000 sq ft indoor cargo area. **All-cargo flights** offered to and from cities covered by major airlines. **Airlines:** American, British Overseas, Flying Tiger, Japan Air Lines, Pacific Air Lines, Pacific Southwest, Pan American, Quantas, Trans World, United, West Coast Airlines, Western.

Savannah, Ga., Travis Field, Box 286—Route 1. No. of flights in 88, out 88. No all cargo flights. **Airlines:** Delta, Eastern, and National.

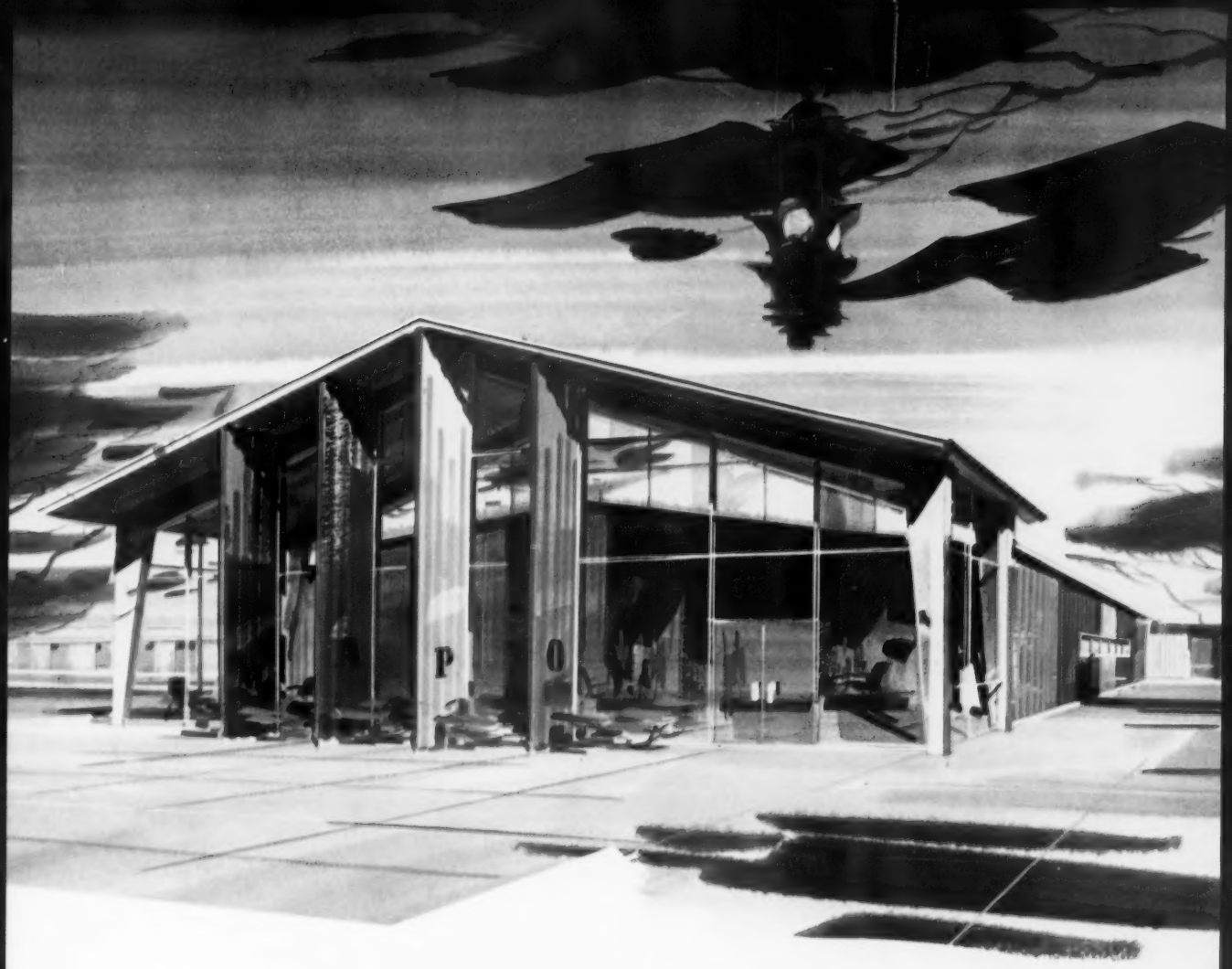
Seattle-Tacoma International. No. of flights in 674, out 674. **Facilities:** Air Freight Terminal, Air Express Office. **All-cargo flights** offered to and from Tokyo, Japan; Portland; Spokane; Minneapolis. **Airlines:** Alaska, Northwest, Pacific Northern, Japan, Pan American, Trans-Canada, United, Western.

Greater Shreveport Municipal Airport, Hollywood Ave., Shreveport, La. No. of flights in 252, out 252. No all-cargo flights. **Airlines:** Braniff, Delta, Trans-Texas.

Sioux Falls, S. D., Joe Foss Field. No. of flights in 168, out 168. No all cargo flights. **Airlines:** Braniff, North Central, Western.

Toledo Express Airport. No. of flights in 42, out 42. **Facilities:** United Airlines has a freight office along with Air Express Co.

Tulsa Municipal Airport, Box 8086, Dawson Station. No. of flights in 357, out 357. **Facilities:** American Airlines Cargo Bldg. **Airlines:** American, Braniff, Central, Continental, TWA.



Handsome is and handsome does

...colorful Butler Buildings are functional too!

It's no accident that Butler buildings are finished with the most striking *and* protective color offered in the industry—Butler-Tone™. Butler alone uses America's number one system of pre-coating metal panels. Butler alone coats both sides. Butler-Tone adds extra years of new-looking color and time-defying protection.

Add Butler-Tone colors to the industry's two outstanding wall systems, the widest range of sizes and types of rigid frame clear-span structurals, optional roof guarantee at nominal cost, the skills and experience of the finest nationwide Builder organization in the industry—and you have America's number one pre-engineered building value.

TURN THE PAGE TO SEE WHAT COLORFUL BUTLER BUILDINGS WILL DO FOR YOU...

CELEBRATING 60 YEARS
BUTLER
FABRICATING METALS

Coast to Coast

...industry finds advantages in

BUTLER BUILDINGS

Flick-Reedy Manufacturing Corporation, Bensenville, Illinois, winner of Factory Magazine's 1960 "Plant of the Year" award. ARCHITECT: *Zay Smith & Associates, La Grange, Ill.,* DESIGNER: *Norman Steenhof.*

Manufacturing . . . warehousing . . . distribution, industry finds that the Butler Building System suits all three functions.

. . . like floor space. Clear-spans bridge areas up to 120 feet.

. . . like overhead space. Rigid frame design provides space for lights, craneways, other fixtures. Raw and finished inventories stack to maximum pallet heights.

. . . like expandability. Adding to a Butler is easy, fast, economical . . . with practically full salvage of original materials.

No, there's nothing nebulous about the advantages our customers associate with Butler industrial buildings. Your Butler Builder (see "Buildings" or "Steel Buildings" in the Yellow Pages) will be happy to discuss other advantages, including financing. Call him . . . or write direct.

Southwestern Plastics, Houston, Texas

"See Sweet's Industrial or Architectural File—Section 8-B"

MBMA

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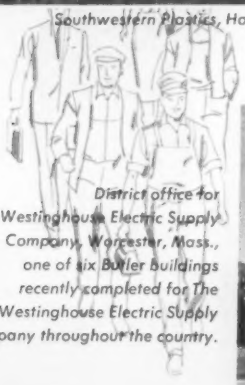

District office for Westinghouse Electric Supply Company, Worcester, Mass., one of six Butler buildings recently completed for The Westinghouse Electric Supply Company throughout the country.

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DA Highway Quick Router

Here in easy-to-use form is a guide to the services of the 100 largest motor common carriers which carry general freight. The data is presented company-by-company and then given in detail on a regional basis. **65**

Highway Container Guide

If you are planning to ship using detachable trailer bodies or large containers, you will find a valuable tool in this guide listing carriers which offer integrated service. **90**

U. S. Interstate Highway Report

This report shows progress and planning for The National System of Interstate and Defense Highways. Toll roads which meet interstate standards are included. **76**

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead.

Now's the time to buy a used truck from Mack

There's a trend underway among high volume truckers . . . toward shorter, lighter-weight trucks and truck-tractors. Long-haul fleets are buying them to take advantage of recent liberalization of length and gross weight limitations by many states.

In buying these new models, many fleet operators are trading in their present vehicles . . . some of them in almost-new condition. This means that the selection of high-value used trucks on our trading lots is wider now than in times past.

So, now is an unusually good time to select the used truck you may have been thinking about. It is possible to get not only dependable transportation, but first comers will be able to select the exact Mack they need—with famed Thermodyne® diesel power offered only by Mack.

The Mack-built Thermodyne diesel is one of the major reasons there are twice as many diesel-powered Macks on the road as the next nearest make . . . more than the next two makes combined. It's the reason, too, why Mack has been No. 1 in diesel truck sales for seven straight years.

Why not call or stop in and see your nearest Mack branch or distributor and find out about the fine used Macks and other good trucks and tractors he has in stock. He'll be glad to handle the financing and insurance for you, and your present truck may even serve as down payment. Mack Trucks, Inc., Plainfield, New Jersey. Mack Trucks of Canada, Ltd., Toronto, Ontario.

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HEADQUARTERS FOR THE FINEST IN

USED TRUCKS

Circle No. 16 on Card, Facing Page 144, for more information

DA Highway Quick Router

THE FOLLOWING pages contain a guide to the services of the leading motor common carriers of the United States.

This material is presented in a new format, the Quick Router. The guide consists of three parts—alphabetic listings of the 100 top motor carriers, the names of the carriers tabulated by the regions which they serve, and the carriers listed by the inter-region services they perform.

To use this guide to find a carrier serving a given area, for example, turn to the U. S. map on Page 80. In the columns below the map and on the following pages, find the large letter C This gives carriers serving the area in which you are interested.

By turning to the Alphabetical Listings of Carriers in the front of the directory you can get a closeup view of each of the carriers in this list. In this way you can pick specific services.*

The third section is for shippers wanting service between regions. If from C your shipment is to be transported to a point in region A, look up the AC map in the back. Again you will find a list of the carriers performing this service. When a letter and the name of a city appear in parenthesis at the end of company name, that company's service in that region is centered largely in that one city area and not throughout the region.

Space limitations have restricted the number of carriers which DISTRIBUTION AGE could include in its first quick router. Therefore, we have used the 100 largest, basing this on the total operating revenue. ●

The Adley Express Co. (RRCC GC) 216 Crown St., New Haven 8, Conn. Ph: ST 7-0261. Martin W. Dunne, vp sls; William F. Honer, sls coord. INTER: Conn, Del, DC, Me, Md, Mass, NH, NJ, NY, Pa, RI, Vt, Va, and Quebec, Can. TERMINALS: **Berlin, NH**—Jericho Rd; **Boston (Cambridge), Mass**—67 Smith Place; **Bridgeport (Stratford), Conn**—Honeyspot Road; **New Haven (Orange), Conn**—Bull Hill Lane; **Philadelphia, Pa**—4219 Richmond St; **Providence (Cranston), RI**—1370 Elmwood Ave; and **Montreal (Dorval) PQ, Canada**—6406 Cote de Liesse. TRAILER INTERCHANGE: Carlstadt, NJ; Richmond, Va; Wilmington, Del. TARIFFS: NMFC A-4 & 15, CMFC 10 (NEMRB), MAC, NEMRB, SMCRC (Class & Commodity Rate Tariffs.) HIGHWAY EQUIPMENT: Tractors 298; Trailers 661.

Akers Motor Lines, Inc. (RRCC GC) P.O. Box 79, New Hope Rd., Gastonia, N. C. Ph: UN 4-2671. C. S. Akers, vp; C. W. Akers, vp. INTER: Conn, Del, Ga, Md, Mass, NJ, NY, NC, Pa, RI, SC. INTRA: NC. TERMINALS: **Atlanta, Ga**—723 Forrest Rd, NE; **Boston, Mass**—2 "H" St; **Brooklyn, NY**—300 Nevins St; **Charlotte, NC**—Interstate 85 at Little Rock Rd; **East Providence, RI**—10 Dunn Lane; **Greer, SC**—Buncombe Rd; **Orange (New Haven), Conn**—Boston Post Rd; **Philadelphia, Pa**—4252 Rising Sun Ave; **Savannah, Ga**—310 Carolan Ave; **Secaucus, NJ**—1039 Paterson Plank Rd. TRAILER INTERCHANGE: All terminal points listed. TARIFFS: NMFC, SMCRC, C&SMFTA. HIGHWAY EQUIPMENT: Tractors 465; Trailers 730.

All States Freight, Inc. (RRCC IRCC) 1250 Kelly Ave., Akron, Ohio. D. W. McClelland, exec vp.

Arkansas-Best Freight System, Inc. (Including Healzer Cartage Co.) (RRCC GC) 301 S. 11th St., Fort Smith, Ark. Ph: Su 2-6033. Tltp: 5231. INS: $5,000,000 pv; $5,000,000 pt. H. D. Kizer, vp & gm; John K. Brown, vp & gsm. INTER: Ark, Ill, Ind, Kans, La, Mo, Ohio, Tenn, Tex, Wis. INTRA: Ark, Ill, Mo. TERMINALS: **Akron, Ohio**—1172 Rosemary Blvd; **Chicago, Ill**—5230 S. Karlov Ave; **Cleveland, Ohio**—1970 Scranton Rd; **Columbus, Ohio**—1733 McKinley Ave; **Dallas, Tex**—1610 S. Oakland; **Dayton, Ohio**—1799 Stanley Ave; **Houston, Tex**—5821 Kelly; **Kansas City, Kans**—No. 1 Woodswether Rd; **Memphis, Tenn**—165 S. Parkway West; **Milwaukee, Wis**—310 W. Oklahoma Ave; **St. Louis, Mo**—8600 N. Hall St. TRAILER INTERCHANGE: All terminal points listed. TARIFFS: NMFC SWMFB MWMFB SMCRC ECMCA RMMTB C&SMFA CSMFB Ind. HIGHWAY EQUIPMENT: Tractors 442; Trailers 792.

Associated Transport, Inc. (RRCC) 380 Madison Ave., New York 17, N. Y. INS: $1,000,000 pv; $2,000,000 pt. H. E. Howell, vp-sls & traf. INTER: Conn, Del, DC, Ga, Md, Mass, NJ, NY, NC, Ohio, Pa, RI, SC, Tenn, Vt & Va. TERMINALS: **Baltimore, Md; Boston, Mass; Buffalo, NY; Charlotte, NC; Cincinnati, Ohio; Cleveland, Ohio; Greenville, SC; Hartford, Conn; Memphis, Tenn; New York, NY; Philadelphia, Pa.** TARIFFS: NMFC CMFC ATA Explosives & Dangerous Articles, C&SMFTA CSMFB ECMCA MAC NFTB SMCRC. HIGHWAY EQUIPMENT: about 4500 units.

*Listings show insurance per vehicle (pv) and per trailer (pt); interstate (INTER) and intrastate (INTRA) operating rights, and ten of the carrier's major terminals. Tariff abbreviations ar listed on Page 73.

Associated Truck Lines, Inc. (RRCC) 15 Andre St., S.E., Grand Rapids, Mich. Ph: CA 5-2102. INS: $2,000,000 pv; $2,000,000 pt. Donald T. Maentz, vp; Karl Karg, sm. INTER: Ill, Ind, Mich, Ohio. INTRA: Mich. TERMINALS: (All refrigerated) **Chicago, Ill**—5240 W. 47th St; **Cincinnati, Ohio**—1617 Elmore St; **Cleveland, Ohio**—1160 E. 26th St; **Detroit, Mich**—3685 Central; **Flint, Mich**—3318 Robert T. Longway Blvd; **Grand Rapids, Mich**—219 Canton Ave. SW; **Indianapolis, Ind**—1702 S. Belmont Ave; **Kalamazoo, Mich**—1400 W. Fourth St; **Lansing, Mich**—1900 N. Washington; **Toledo, Ohio**—5111 Tractor Rd. TRAILER INTERCHANGE: Chicago, Ill. (Western); Cincinnati, Ohio (Southern); Detroit, Mich. (Canadian); Toledo, Ohio (Eastern). TARIFFS: NMFC C&SMFTA CSMFB ECMCA MWMFB RMMFB MIMTB GTB WG Clayton T (Canadian). HIGHWAY EQUIPMENT: Tractors 328; Trailers 480.

B & P Motor Express, Inc., 51st & AVRR, Pittsburgh, Pa. H. G. Benton, exec vp.

Bowman Transportation, Inc. (RRCC IRCC GC SP) P.O. Box 2188, East Gadsden, Ala. Ph: LI 3-9045. INS: $100,000 pv; $100,000 pt. D. B. Lockridge, vp; R. J. Hager, vp traf. INTER: Ala, Del, DC, Fla, Ga, Md, NJ, NY, NC, Pa, SC, Tenn, Va. INTRA: Ala, Ga. TERMINALS: **Atlanta, Ga**—2161 Moreland Ave., SE; **Baltimore, Md**—1501 S. Caton Ave; **Birmingham, Ala**—3501 33rd Terrace N; **Charlotte, NC**—1325 Statesville Ave; **Chattanooga, Tenn**—208 East 28th St; **Elizabeth, NJ**—700 Division St; **Memphis, Tenn**—1091 N. 6th St; **Miami, Fla**—3275 NW 41st St; **Philadelphia, Pa**—2525 E. York St; **Richmond, Va**—Holly Springs & Hopkins Rd. TRAILER INTERCHANGE: Atlanta, Ga; Baltimore, Md; Birmingham, Ala; Charlotte, NC; Chattanooga, Tenn; Elizabeth, NJ; Memphis, Tenn; Mobile, Ala; Philadelphia, Pa; Richmond, Va. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA MAC RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors 300; Trailers 610.

Branch Motor Express Co. (RRCC) 300 Maspath Ave., Brooklyn, N. Y. INS: $100,000 pv; $1,000,000 per catastrophe. M. J. Butensky, pres. INTER: Conn, Del, DC, Md, Mass, NJ, NY, Pa, RI, Va. INTRA: Conn, Mass, NJ, Pa, RI. TERMINALS: **Baltimore, Md; E. Providence, RI; Framingham, Mass; Lancaster, Pa; Newark, NJ; New Haven, Conn; New York, NY; Philadelphia, Pa; Reading, Pa; Trenton, NJ; York, Pa.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC CMFC ATA Explosives & Dangerous Articles ECMCA MAC NEMRB NFTB P-ASC SMCRC. HIGHWAY EQUIPMENT: about 250 tractors; about 500 trailers.

Brown Express, Inc. (RRCC GC) 434 S. Main St., San Antonio, Tex. Ph: CA 6-5391. Tltp: FPF. INS: $500,000 pv; $500,000 pv. Ira P. Jones, Jr., vp sls; A. J. Blaschke, gtm. INTRA: Tex. TERMINALS: **Austin, Tex**—209 E. First; **Brownsville, Tex**—105 Palm Blvd; **Corpus Christi**—1102 E. Port; **Dallas, Tex**—1250 Slocum St; **Ft. Worth, Tex**—1415 Riverside Drive; **Harlingen, Tex**—1001 W. Jackson; **Houston, Tex**—4300 Irvington Blvd; **Laredo, Tex**—2700 Santa Maria; **McAllen, Tex**—18th & Beech; **San Antonio, Tex**—323 E. Mitchell St. TRAILER INTERCHANGE: Dallas, Tex; Houston, Tex; San Antonio, Tex; Waco,

(Please Turn Page)

Quick Router . . .

Continued from Preceding Page

Tex. TARIFFS: NMFC ATA Explosives and Dangerous Articles; ECMCA MWMFB RMMTB SMCRC SWMFB P-ASC (Sea-Land Service) RCofT. HIGHWAY EQUIPMENT: Tractors 188; Trailers 309.

Buckingham Freight Lines (RRCC IRCC GC) 201 Southeast Sixth St., Des Moines, Iowa. Ph: AT 2-0413. INS: $1,000,000 pv; $1,000,000 pt. Leonard L. Haney, vp; Al Schaar, vp sls (Western Div). INTER: Colo, Ill, Ind, Iowa, Kans, Minn, Mo, Mont, Nebr, ND, SD, Utah, Wyo. INTRA: Colo, Iowa, Minn, Mont, Nebr, ND, SD, Wyo. TERMINALS: **Billings, Mont**—1420 Sixth Ave N (Ref); **Chicago (Cicero), Ill**—3401 S Cicero Ave (Ref); **Denver, Colo**—52nd & Colorado Blvd (Ref); **Des Moines, Iowa**—201 Southeast Sixth (Ref); **Kansas City, Mo**—810 E 4th St; **Lincoln, Nebr**—3201 N 20th St; **Minneapolis, Minn**—2508 Kennedy St, NE (Ref); **Omaha, Nebr**—1804 Paul St (Ref); **Rapid City, SD**—900 E Omaha St; **St. Louis, Mo**—3130 Hall St. TRAILER INTERCHANGE: Chicago, Ill; Denver, Colo; Des Moines, Iowa; Kansas City, Mo; Minneapolis, Minn; Omaha, Nebr; St. Louis, Mo. TARIFFS: NMFC PITB ECMCA HGC MWMFB RMMTB SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 450; Trailers 580.

Burlington Truck Lines, Inc. (RRCC) 547 W. Jackson Blvd., Chicago, Ill. INS: $500,000 pv. J. J. Lynch, vp-traf. INTER: Colo, Ill, Ind, Ia, Kans, Mo, Mont, Nebr, Wyo. INTRA: Colo, Ill, Ia, Mo, Mont, Nebr, Wyo. TERMINALS: **Billings, Mont; Burlington, Ia; Cheyenne, Wyo; Chicago, Ill; Denver, Colo; Des Moines, Ia; Grand Island, Nebr; Hastings, Nebr; Kansas City, Mo; Lincoln, Nebr; Peoria, Ill; St. Louis, Mo.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CMFA CSMFB ECMCA MWMFB MVMFB PITB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors about 166; Trailers about 170.

CCC Highway, Inc. (RRCC) 215 Euclid Ave., Cleveland, Ohio. INS: $200,000 pv. I. A. Miller, vp-oper. INTER: Ind, Ky, Mich, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: **Akron, Ohio; Cincinnati, Ohio; Cleveland, Ohio; Dayton, Ohio; Detroit, Mich; Indianapolis, Ind; Sandusky, Ohio; Toledo, Ohio; Wheeling, WVa; Youngstown, Ohio.** TRAILER INTERCHANGE: All Terminals Listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB OMFTC RMCMTB. HIGHWAY EQUIPMENT: Tractors about 290; Trailers about 600.

Campbell Sixty-Six Express, Inc. (RRCC GC) P.O. Box 807, 2333 East Mill Street Rd., Springfield, Mo. Ph: Un 2-6622. Tltp: FBK. INS: $1,000,000 pv; $1,000,000 pt. J. A. Burrows, Jr., dir sls; S. J. Staley and W. C. England, sls supvs. INTER: Ala, Ark, Ill, Kans, La, Miss, Mo, Okla, Tenn. INTRA: Ark, Kans, Miss, Mo. TERMINALS: **Birmingham, Ala**—145 21st Ave W; **Chicago, Ill**—3756 S Cicero Ave; **Jackson, Miss**—1090 McDowell Rd; **Joplin, Mo**—417 E 12th St; **Kansas City, Mo**—3526 Nicholson Rd; **Little Rock, Ark**—700 N Palm; **Memphis, Tenn**—2325 Kentucky Ave; **New Orleans, La**—1112 Dakin St; **St. Louis, Mo**—805 S 13th St; **Springfield, Mo**—2333 E Mill Street Rd. TRAILER INTERCHANGE: All our 33 terminals. Member of the National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB RMMTB SMCRC SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 345; Trailers 535.

Carolina Freight Carriers Corp. (RRCC IRCC) P.O. Box 697, Cherryville, N. C. INS: $300,000 pv; $1,000,000 per catastrophe. J. L. Fraley, exec-vp. TERMINALS: **Atlanta, Ga; Boston, Mass; Charlotte, NC; Jacksonville, Fla; Jersey City, NJ; Miami, Fla; New York, NY; Paterson, NJ; Philadelphia, Pa; Worcester, Mass.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA SMCRC. HIGHWAY EQUIPMENT: Tractors about 300; Trailers about 400.

Central Freight Lines, Inc. (RRCC) 301 S. 12th St., Waco, Tex. G. W. Adams, vp.

Central Motor Lines, Inc. (RRCC IRCC) 214-A Oak, Kannapolis, N. C. TERMINALS: **Asheville, NC; Augusta, Ga; Charleston, SC; Chicago, Ill; Cleveland, Ohio; Greensboro, NC; New York, NY; Philadelphia, Pa; Raleigh, NC; Spartanburg, SC.**

Central Truck Lines Inc. (RRCC GC) 1005 Jackson St., Tampa, Fla. Ph: 2-3902. INS: $200,000 pv; $500,000 any one disaster. Philip J. Meloy, dir sls; Daryl H. Barrows, gsm. INTER: Ala, Fla, Ga, La, Miss. INTRA: Fla. TERMINALS: **Atlanta, Ga**—1952 Moreland Ave; **Daytona Beach, Fla**—1231 Old Kings Rd; **Jacksonville, Fla**—2225 Broadway; **Miami, Fla**—5520 NW 35th Ave; **Mobile, Ala**—811 Dumaine Rd; **Orlando, Fla**—1402 West Church St; **Savannah, Ga**—Lissner Ave; **Tampa, Fla**—3902 Spruce St; **West Palm Beach, Fla**—955 28th St. TRAILER INTERCHANGE: Atlanta, Ga; Mobile, Ala; New Orleans, La; Savannah, Ga. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA SMCRC RMMTB FIRB. HIGHWAY EQUIPMENT: Tractors 283; Trailers 535.

Chicago Express, Inc. (RRCC GC) 3rd & Adams Sts., Kearny, N. J. Ph: MA 4-7300. Tltp: NK 859. INS: $5,000,000 pv; $5,000,000 pt. S. M. Whisner, vp sls; L. P. Kopley, gsm. INTER: Conn, Ill, Ind, Md, Mass, Minn, Mo, NJ, NY, Ohio, Pa, RI. TERMINALS: (All Refrigerated) **Baltimore, Md**—813 N North Point Rd; **Boston, Mass**—1244 Dorchester Ave; **Bound Brook, NJ**—Chimney Rock Rd & Easton Turnpike; **Brooklyn, NY**—320 Maspeth Ave; **Chicago, Ill**—7735 W 59th St; **Cleveland, Ohio**—5712 Schaaf Rd; **Kearny, NJ**—3rd & Adams Sts; **Philadelphia, Pa**—Butler & Salmon Sts; **Providence, RI**—370 Wampanaugh Rd; **St. Louis, Mo**—3401 N Broadway. TRAILER INTERCHANGE: All members of the National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles SCMFB ECMCA MMCC MWMFB RMMFB. HIGHWAY EQUIPMENT: Tractors 325; Trailers 571.

Jack Cole Co. (RRCC IRCC) 1900 Vanderbilt Rd., Birmingham, Ala. S. N. Cole, vp & gm.

Commercial Motor Freight, Inc. (RRCC) 525 Cleveland Ave., Columbus 3, Ohio. Ph: CA 1-2200. John A. Barta, asst vp-oper; H. J. Hans, sls dir. INTER: Ind, Ky, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: **Akron, Ohio**—1192 Kelly Ave; **Cincinnati, Ohio**—949 Laidlaw Ave; **Cleveland, Ohio**—13813 Brookpark Rd; **Columbus, Ohio**—525 Cleveland Ave; **Dayton, Ohio**—801 S Perry St; **Ft. Wayne, Ind**—Lincoln Highway East; **Lima, Ohio**—1590 Findlay Rd; **Mansfield, Ohio**—591 Park Ave E; **Toledo, Ohio**—385 S Erie St; **Wheeling, WVa**—41st & Water Sts. TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC OMFTC CSMFB MWMFB RMMTB ECMCA MATB C&SMFTA NFTB SMCRC. HIGHWAY EQUIPMENT: Tractors 249; Trailers 702.

Consolidated Freightways (RRCC IRCC HG GC SP) 175 Linfield Drive, Menlo Park, Calif. Ph: DA 6-1700. Information Center, Box 32, Chicago 50, Ill. Ph: AU 7-7003. TWX Bellwood 172: INTER: Alaska, Ariz, Calif, Colo, Conn, Del, DC, Idaho, Ill, Ind, Ia, Ky, Md, Mass, Mich, Minn, Mo, Mont Nebr, Nev, NJ, NY, ND, Ohio, Ore, Pa, RI, Utah, Wash, WVa, Wis, Wyo. INTRA: Alaska, Ariz, Calif, Hawaii, Ida, Ind, Mont, NY, Ore, Utah, Wash, Wis, Wyo. TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB CESTkL ECMCA HGCB IdaMTB IllMCR&TB IndMR&TB IFCC MWMFB OD&WA PCTB PITB RMMTB SMCRC TTOTB WPSC WMTB WSMC WMCA Ind. Due to the size and complexities of CF's operations, including Terminals, Trailer Interchange and Highway Equipment, we are unable to furnish accurate information for the remainder of this listing. CF operates over 100 terminals.

Continental Transportation Lines, Inc. (RRCC) Continental Square, Graham St., McKees Rocks, Pa. Ph: SP 1-4500. INS: $100,000 pv. K. G. Otterman, vp-oper; V. Arnold Davies, vp-sls. INTER: Conn, DC, Ky, Md, NJ, NY, Ohio, Pa, Va, WVa. INTRA: Pa. TERMINALS: **Baltimore, Md**—3200 James St; **Cincinnati, Ohio**—4110 Dane Ave; **Cleveland, Ohio**—1300 Hamilton Ave; **Columbus, Ohio**—1101 Cable Ave; **Dayton, Ohio**—1765 Stanley Ave; **McKees Rocks (Pittsburgh), Pa**—Continental Sq, Graham St; **Newark, NJ**—69 St. Charles St; **New York, NY**—Washington & Charles Sts; **Philadelphia, Pa**—1700 Germantown Ave; **Trenton, NJ**—2595 East State St. Ext. TARIFFS: NMFC A-4 and 15. Ind. HIGHWAY EQUIPMENT: Tractors 350; Trailers 500.

Cooper-Jarrett, Inc. (RRCC) 311 W. 14th St., Kansas City, Mo. INS: $1,000,000 pv. G. D. Cooper, exec-vp. INTER: Ill, Ind, Mo, NJ, NY, Ohio, Pa. TERMINALS: **Chicago, Ill; Jersey City, NJ; Kansas City, Mo; Philadelphia, Pa; Trenton, NJ; New York, NY.** TERMINAL INTERCHANGE: Chicago, Ill; Jersey City, NJ; Kansas City, Mo; Philadelphia, Pa; Trenton, NJ. TARIFFS: NMFC CSMFB ECMCA MWMFB RMMTB. HIGHWAY EQUIPMENT: Tractors about 260; Trailers about 390.

Daniels Motor Freight, Inc. (IRCC GC) P.O. Box 2037, Niles Road Ext., Warren, Ohio. Ph: Ex 4-2501. INS: $100,000 pv; $5,000,000 pt. J. W. Hope, vp-sls; E. M. Hesington, tm, & James Mellon, sls, (Philadelphia). INTER: Del, Ill, Ind, Md, Mich, NJ, NY, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: **Allentown, Pa**—RD 4, Schoenersville Rd & Coolidge Ave; **Baltimore, Md**—308 S Kresson St; **Chicago, Ill** (Ref)—2526 W 26th St; **Highland Park, Mich** (Ref)—11934 Russell St; **Jersey City, NJ** (Ref)—125 James Ave; **Midland, Mich**—1713 Bay City Rd; **Philadelphia, Pa**—4110 Almond St; **St. Louis, Mo**—3200 N Broadway; **Syracuse, NY**—999 Canal St; **Warren, Ohio**—Niles Rd Ext; **York, Pa**—Cor Yale & Spahn Sts. TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFC No. 4 & 15 ECMCA CSMFB MAC MWMFB NFTB Ind. HIGHWAY EQUIPMENT: Tractors 292; Trailers 414.

Delta Motor Line, Inc. (RRCC) Highway 80 W, Jackson, Miss. INS: $250,000 pv. J. L. Kerr, pres. INTER: La, Miss, Tenn. INTRA: Miss. TERMINALS: **Batesville, Miss; Columbus, Miss; Greenwood, Miss; Jackson, Miss; McComb, Miss; Memphis, Tenn; Meridian, Miss; New Orleans, La; Philadelphia, Miss; Vicksburg, Miss.** TRAILER INTERCHANGE: Jackson, Miss; McComb, Miss; Memphis, Tenn; Meridian, Miss; New Orleans, La. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors about 140; Trailers about 230.

Denver Chicago Trucking Co., Inc. (RRCC GC) 45th Ave. at Jackson St., Denver, Colo. Ph: Du 8-4567. Ken Maguire, vp-sls; Vern Greene, gsm. INTER: Ariz, Calif, Colo, Ill, Mich, Mo, NY, Ohio, Wash. TERMINALS: **Buffalo, NY**—3160 Union Rd; **Chicago, Ill**—333 South Iron St; **Cleveland, Ohio**—3980 Jennings Rd; **Denver, Colo**—45th Ave at Jackson; **Kansas City, Mo**—4421 Gardner Ave; **Los Angeles, Calif**—2720 E 26th St; **North Bergen, NJ**—Box 181, Highway 3; **Phoenix, Ariz**—1742 Linden Ave; **St. Louis, Mo**—1020 Cole St; **Seattle, Wash**—2958 6th Ave S. TRAILER INTERCHANGE: Albany, NY; Buffalo, NY; Chicago, Ill; Cleveland, Ohio; Colorado Springs, Colo; Denver, Colo; Detroit, Mich; Kansas City, Mo; Los Angeles, Calif; New York, NY; Phoenix, Ariz; Pueblo, Colo; St. Louis, Mo; Seattle, Wash; Syracuse, NY. TARIFFS: NMFC RMMTB ECMCA SMCRC PITB CSMFB MWMFB C&SMFTB SWMFB NFTB. HIGHWAY EQUIPMENT: Tractors 725; Trailers 1269.

Dixie Ohio Express, Inc. (RRCC GC) 237 Fountain St., Akron, Ohio. Ph: BL 3-7141. INS: $3,000,000 pv; $3,000,000 pt. E. A. O'Hara, vp-traf & sls; E. Carst, Northern sm. INTER: Ala, Ga, Ky, NY, Ohio, Pa, Tenn. INTRA: Ga. TERMINALS: **Akron, Ohio**—237 Fountain St; **Atlanta, Ga**—1270 Mariette St, NW; **Birmingham, Ala**—2100 N 18th St; **Buffalo, NY**—64 Mackinaw St; **Chattanooga, Tenn**—2400 Holtzclaw Ave; **Cincinnati, Ohio**—360 W Seymour Ave; **Cleveland, Ohio**—4403 E 49th St; **Erie, Pa**—2017 Buffalo Rd; **Louisville, Ky**—238 N Clay St; **Nashville, Tenn**—502 Lester Ave. TRAILER INTERCHANGE: All terminal points. Member of National Trailer Interchange agreement. TARIFFS: NMFC A-5 & 15 C&SMFTA SMCRC

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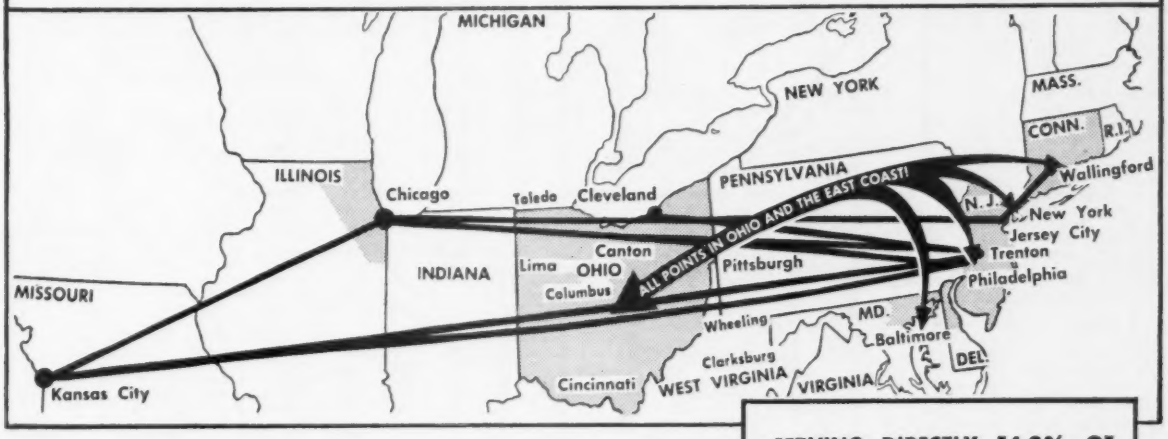
COOPER-JARRETT, inc.

"The TRAFFIC MAN'S Line"

Brings You "Confidence-Justified" Service...EXPANDED



COOPER-JARRETT . . . THE TRAFFIC MAN'S LINE . . . now serves all of your transportation needs over the entire heart of industrial America . . . Direct . . . "Confidence-Justified" service to the door-step of over half of the industrial plants in America.

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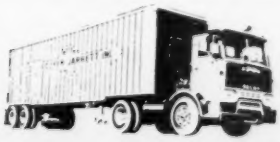
All of the Cooper-Jarretts' drivers have the experience and the know-how to keep your freight moving. They are the men . . . working in cooperation with the efficient office people in every terminal city . . . who keep on top of it . . . to make certain that your every shipment arrives on schedule . . . who are constantly on the alert to see that you always receive "Confidence-Justified" service.

Now . . . Cooper-Jarrett, Inc., works for you . . . works with you . . . over an expanded territory . . . reaching your every market . . . reaching those markets that can help you . . . that represent . . . growth!



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Quick Router . . .

Continued from Page 66

CSMFB ECMCA NFTB MWMFB NFTB RMMTB OMFTC (interstate) GMFTC (interstate). HIGHWAY EQUIPMENT: Tractors 200; Trailers 498.

Dohrn Transfer Co. (RRCC) Robinson Bldg., Rock Island, Ill. INS: $1,000,000 pv; $1,000,000 pt. C. M. Dohrn, pres. INTER: Ill, Ind, Ia, Ky, Ohio, Mich, Mo. INTRA: Ill. TERMINALS: **Burlington, Ia; Chicago, Ill; Cincinnati, Ohio; Clinton, Iowa; Columbus, Ohio; Dayton, Ohio; Detroit, Mich; Galesburg, Ill; Indianapolis, Ind; Louisville, Ky; Quincy, Ill; St. Louis, Mo.** TRAILER INTERCHANGE: At all Company Terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles CMFA C&SMFBA CSMFB ECMCA IllMCR&TB MWMFB NFTB RMMTB. HIGHWAY EQUIPMENT: Tractors about 240; Trailers about 320.

Eastern Express, Inc. (RRCC) 1450 Wabash Ave., Terre Haute, Ind. Ph: L-6121. INS: $3,000,000 per single catastrophe. William G. Mitchell, dir sls. INTER: Conn, Ill, Ind, Md, Mass, Mo, NJ, NY, Ohio, Pa, RI. TERMINALS: **Baltimore, Md**—2000 Hammonds Ferry Rd; **Chicago, Ill**—7526 State Rd, Bedford Pk; **Cincinnati, Ohio**—11101 Mosteller Rd (Sharonville); **Cleveland, Ohio**—941 Clark Ave; **Indianapolis, Ind**—3915 W Morris St; **Metuchen, NJ**—Route US 1, Box 327; **New York City, NY**—455 W 16th St; **Philadelphia, Pa**—4185 E Thompson St; **Pittsburgh, Pa**—PO Box 7 (Leetsdale); **St. Louis, Mo**—1201 S Wharf St. TRAILER INTERCHANGE: All terminals and with all carriers who are party to standard ATA interchange agreement. TARIFFS: NMFC CMFC ECMCA CSMFB RMMFB MAC NEMRB MWMFB SMCRC. HIGHWAY EQUIPMENT: Tractors 508; Trailers 1220.

East Texas Motor Freight (RRCC) 623 N. Washington Ave., Dallas, Tex. INS: $50,000 pv; $750,000 per catastrophe. M. Blakeney, Jr., vp. INTER: Ark, Ill, La, Mo, Tenn, Tex. INTRA: Ark, Ill, Mo, Tex. TERMINALS: **Beaumont, Tex; Chicago, Ill; Dallas, Tex; Ft. Worth, Tex; Houston, Tex; Little Rock, Ark; Longview, Tex; Lufkin, Tex; Memphis, Tenn; St. Louis, Mo; San Antonio, Tex; Shreveport, La; Texarkana, Ark.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB CCMFA ECMCA MWMFB MVMFB RMMTB SMCRC SWMFB.

Eazor Express, Inc. (RRCC IRCC HG) 15 26th St., Pittsburgh 22, Pa. Ph: EX 1-4300. INS: $1,000,000 pv; $1,000,000 pt. W. E. Middleton, vp-sls; E. A. Oberfled, gsm. INTER: Ill, Ind (Chicago Comm. Zone only), NJ, NY, Ohio, Pa, WVa. INTRA: WVa. TERMINALS: **Buffalo, NY**—43 Hamburg St; **Charleston, WVa**—1919 S Kanawha Tpke; **Chicago, Ill**—5401 W 47th St; **Erie, Pa**—1119 Payne Ave; **Jersey City, NJ**—35 Florence; **New York, NY**—Pier 73, Ft. W 33rd St; **Pittsburgh, Pa**—15 26th St; **Rochester, NY**—864 Driving Park; **Syracuse, NY**—103 N Geddes St; **Wheeling, WVa**—3015 McCulloch St. TRAILER INTERCHANGE: At all terminals shown. TARIFFS: NMFC A-5 & 15 MAC CSMFB NFTB (US & Canada) ECMCA MWMFB RMMTB Dilla (Steel Tariffs) Flint (West Virginia). HIGHWAY EQUIPMENT: Tractors 157; Trailers 322.

Ellis Trucking Co., Inc. (RRCC) 1600 Oliver Ave., Indianapolis, Ind. INS: $100,000 pv. C. C. Caylor, vp. INTER: Ill, Mo. INTRA: Mo. TERMINALS: **Dayton, Ohio; Detroit, Mich; Flint, Mich; Ft. Wayne, Ind; Indianapolis, Ind; Jackson, Mich; Lansing, Mich; Marion, Ind; Memphis, Tenn; Pontiac, Mich; Saginaw, Mich.** TRAILER INTERCHANGE: All Company Terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB Clayton-T ECMCA MWMFB SMCRC. HIGHWAY EQUIPMENT: Tractors about 220; Trailers about 400.

Emery Transportation Co., 7000 S. Pulaski Rd., Chicago, Ill. R. W. Pritski, exec vp.

Garrett Freightlines, Inc. (RRCC) P.O. Box 349, Pocatello, Idaho. INS: $2,000,000 pv. W. J. Wilson, exec vp. INTER: Ariz, Calif, Colo, Ida, Mont, Nev, NM, Ore, Utah. INTRA: Colo, Ida, Nev, NM, Utah. TERMINALS: **Berkeley, Calif; Boise, Idaho; Butte, Mont; Denver, Colo; Farmington, NM; Grand Junction, Colo; Great Falls, Idaho; Los Angeles, Calif; Oakland, Calif; Pendleton, Ore; Portland, Ore; Reno, Nev; Salt Lake City, Utah.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles ColMFTB IMTB IFCC PCTB RMMTB SWMTB Ind.

Gateway Transportation Co. (RRCC) 2130 South Ave., LaCrosse, Wis. Ph: 2-8050. INS: $3,000,000 pv; $3,000,000 pt. James R. Smaby, vp-traf-sls; Ralph V. Merrill, sm-Eastern div. INTER: Ill, Ind, Iowa, Mich, Minn, Mo, NY, Ohio, Pa, Wis. INTRA: Ill, Wis. TERMINALS: (All Refrigerated) **Buffalo, NY**—1480 Military Rd; **Chicago, Ill**—2331 S Wood St; **Cincinnati, Ohio**—1400 Glendale Milford Rd; **Cleveland, Ohio**—3926 Valley Rd; **Detroit, Mich**—750 S Dix Ave; **Green Bay, Wis**—603 Liberty St; **LaCrosse, Wis**—2130 South Ave; **Milwaukee (West Allis), Wis**—10931 W Mitchell St; **St. Louis, Mo**—250 E Prairie Ave; **St. Paul, Minn**—2230 Kasota Ave. TRAILER INTERCHANGE: Akron, Ohio; Buffalo, NY; Cedar Rapids, Ia; Chicago, Ill; Cincinnati, Ohio; Cleveland, Ohio; Des Moines, Ia; Detroit, Mich; Dubuque, Ia; Erie, Pa; Indianapolis, Ind; LaCrosse, Wis; Mansfield, Ohio; Milwaukee, Wis; Rockford, Ill; St. Louis, Mo; St. Paul, Minn; Toledo, Ohio; Waterloo, Ia; Youngstown, Ohio. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA IllMCR&TB MWMFB NFTB RMMTB SMCRC WMCA. HIGHWAY EQUIPMENT: Tractors 1023; Trailers 1543.

General Expressways, Inc. (RRCC) 221 W. Roosevelt Rd., Chicago, Ill. W. M. Wolfe, pres.

Gordons Transports, Inc. (RRCC) 185 W. McLemore, Memphis, Tenn. INS: $2,000,000 pv; $2,000,000 pt. A. W. Gordon, vp-oper. INTER: Ala, Ark, Ill, Ind, La, Miss, Mo, Tenn. TERMINALS: **Birmingham, Ala; Chicago, Ill; Decatur, Ala; Hattiesburg, Miss; Jackson, Miss; Memphis, Tenn; Mobile, Ala; New Orleans, La; St. Louis, Mo; Baton Rouge, La.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA MWMFB RMMTB SMCRC SWMFG Ind. HIGHWAY EQUIPMENT: Tractors about 270; Trailers about 440.

Groendyke Transport, Inc., 2204 N. Grand, Enid, Okla. E. T. Etter, exec vp.

Hall's Motor Transit Co. (RRCC) 5th & Vine Sts, Sunbury, Pa. INS: Cargo $1,000,000 pv; W. L. Hall, vp. TERMINALS: **Baltimore, Md; Buffalo, NY; Cleveland, Ohio; Erie, Pa; Harrisburg, Pa; Jersey City, NJ; Newark, NJ; New York, NY; Philadelphia, Pa; Reading, Pa; Rochester, NY; Scranton, Pa; Washington, DC.** TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA MAC MWMFB NFTB RMMTB SMCRC Ind. HIGHWAY EQUIPMENT: Tractors about 490; Trailers about 700.

Hayes Freight Lines, Inc. (RRCC) 226 E. Washington, Springfield, Ill. P. L. Shriver, vp.

Helm's Express, Inc. (RRCC) P.O. Box 268, Pittsburgh 30, Pa. Ph: BR 1-4300. INS: $500,000 pv; F. J. Ryan, vp-sls; J. Kilkenny, sm-Eastern. INTER: Conn, Mass, NJ, NY, Ohio, Pa, WVa. INTRA: Ohio. TERMINALS: (All Refrigerated) **Akron-Canton, Ohio**—3448 Greensburg Rd, Canton 20; **Camden, NJ**—165 E State St; **Cincinnati, Ohio**—260 N Bend Rd; **Cleveland, Ohio**—5110 Praha Ave; **Columbus, Ohio**—2341 Lockbourne Rd; **Dayton, Ohio**—1771 Stanley Ave; **Harrisburg, Pa**—Chambers Hill Rd; **Moonachie, NJ**—115 Moonachie Ave; **New York, NY**—450 W 38th St; **Pittsburgh, Pa**—PO Box 268; **Reading, Pa**—523 W Oley St; **Wallingford, Conn**—PO Box 59. TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC NFTB MAC ECMCA SMCRC MWMRB NEMTB. HIGHWAY EQUIPMENT: Tractors 162; Trailers 379.

Hemingway Bros. Interstate Trucking Co. (RRCC IRCC) 438 Dartmouth St., New Bedford, Mass. INS: $150,000 cargo pv. INTER: Conn, Del, Me, Mass, NH, NJ, NY, Pa, RI. INTRA: Conn, Mass, NY, RI. TERMINALS: **Auburn (Worcester), Mass; Augusta, Me; Boston, Mass; Bridgeport (Fairfield), Conn; Fall River, Mass; Lawrence, Mass; New Brunswick, NJ; New York, NY; Philadelphia, Pa; Portland, Me; Providence, RI; Trenton, NJ; Waterville, Me.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC CMFC ECMCA MAC NEMRB NYMCC SMCRC. HIGHWAY EQUIPMENT: Tractors about 300; Trailers about 450.

Hennis Freight Lines, Inc. (RRCC IRCC) P.O. Box 612, Winston-Salem, N. C. INS: $3,000,000 pv; W. R. Moore, vp. INTER: Del, Ga, Ill, Ind, Md, Mich, NJ, NY, NC, Ohio, Pa, SC, Va. TERMINALS: **Akron, Ohio; Atlanta, Ga; Baltimore, Md; Charleston, SC; Charlotte, NC; Chicago, Ill; Cincinnati, Ohio; Detroit, Mich; Jersey City, NJ; Indianapolis, Ind; New York, NY; Philadelphia, Pa; Richmond, Va; Zanesville, Ohio.** TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA MAC SMCRC RMMFTB MCTA. HIGHWAY EQUIPMENT: Tractors about 450; Trailers about 700.

Herrin Transportation Co. (RRCC) 2301 McKinney, Houston, Tex. R. T. Herrin, Sr., pres.

Hoover Motor Express Co., Inc. (RRCC) Polk Ave., Nashville, Tenn. S. W. Barton, vp.

Huber & Huber Motor Express, Inc. (RRCC) 970 S. 8th St., Louisville, Ky. INS: Cargo $50,000/$100,000. E. W. Huber, pres. INTER: Ga, Ill, Ind, Ky, Tenn. INTRA: Ky, Tenn. TERMINALS: **Atlanta, Ga; Chicago, Ill; Frankfort, Ky; Indianapolis, Ind; Knoxville, Tenn; Lexington, Ky; Louisville, Ky.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB RMMTB SMCRC. HIGHWAY EQUIPMENT: About 775 units.

Illinois-California Express, Inc. (RRCC GC) 510 E. 51st Ave., Denver, Colo. Ph: 5-7011. INS: $5,000,000 pv; $5,000,000 pt. Fred D. Newton, gsm; Wm. J. Bourke, Jr., gsm. INTER: Ariz, Calif, Colo, Ill, Iowa, Nebr, NM, Okla, Tex. INTRA: NM, Okla, Tex. TERMINALS: **Albuquerque, NM**—2021 Second St NW; **Amarillo, Tex**—6th & Ross Sts; **Chicago, Ill**—5200 South Pulaski Rd; **Dallas, Tex**—6814 Harry Hines Blvd; **Denver, Colo**—510 E 51st Ave; **El Paso, Tex**—1801 Magoffin; **Flagstaff, Ariz**—1814 N Main St; **Los Angeles (South Gate), Calif**—5011 E Firestone; **Rosewell, NM**—110 E 9th; **Wichita Falls, Tex**—1303 Iowa Park Rd. TRAILER INTERCHANGE: At all company terminals. Reference is made to the National Motor Equipment Interchange Schedule No. 2. TARIFFS: NMFC A-4 & 15 ATA Explosives & Dangerous Articles RMMTC SWMFB MWMFB IFCC AMTB SMCRC ECMCA Ind. HIGHWAY EQUIPMENT: Tractors 267; Trailers 267.

Interstate Motor Freight System (RRCC IRCC) 134 Grandville Ave., S.W., Grand Rapids 2, Mich. INS: $500,000 pv. L. D. Rahilly, pres. INTER: Conn, DC, Del, Ill, Ind, Iowa, Ky, Md, Mass, Mich, Minn, Mo, NJ, NY, Ohio, Pa, Va, WVa, Wis. INTRA: Ill, Ind, Mich, NY, Ohio. TERMINALS: **Akron, Ohio; Albany, NY; Baltimore, Md; Battle Creek, Mich; Chicago, Ill; Cincinnati, Ohio; Cleveland, Ohio; Ft. Wayne, Ind; Milwaukee, Wis; Philadelphia, Pa.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC CMF ATA Explosives & Dangerous Articles C&SMFTA CMFA CSMFB ECMCA Ind-MR&TB MIMFB MAC MWMFB NEMTB NYMCCNFTB OCTS OMFTC RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors about 720; Trailers about 1450.

Interstate Motor Lines, Inc. (RRCC GC) 235 W. 3rd St., Salt Lake City, Utah. Ph: DA 8-0121. C. E. StJeor, gsm. INTER: Calif, Colo, Idaho, Ill, Iowa, Kans, Mo, Nebr, Nev, Ore, Utah, Wyo. INTRA: Calif, Idaho, Nev, Ore. TERMINALS: **Boise,**

(Please Turn to Page 70)

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COMPANY_____

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Quick Router . . .

Continued from Page 68

Idaho—1004 Royal Blvd; **Chicago, Ill**—3800 S Cicero Ave; **Denver, Colo**—2100 31st St; **Las Vegas, Nev**—2236 N Las Vegas Blvd; **Los Angeles, Calif**—2300 E 7th St; **Oakland, Calif**—760 Ferry St; **Portland, Ore**—1947 NW Savier St; **Salt Lake City, Utah**—235 W 3rd St. TRAILER INTERCHANGE: Boise, Idaho; Chicago, Ill; Denver, Colo; Kansas City, Mo; Los Angeles, Calif; Oakland, Calif; Portland, Ore. (Interchange with all common carriers party to tariff.) TARIFFS: NMFC A-5 MWMFTB RMMTB PITB IFCC SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 183; Trailers 410.

Johnson Motor Lines, Inc. (RRCC IRCC) 2426 Hutchinson Ave., Charlotte, N. C. TERMINALS: **Asheville, NC; Atlanta, Ga; Baltimore, Md; Charleston, SC; Charlotte, NC; Fall River, Mass; Greensboro, NC; Jersey City, NJ; New York, NY; Philadelphia, Pa.**

Jones Truck Lines, Inc. (RRCC IRCC GC) 610 E. Emma Ave., Springdale, Ark. Ph: PL 1-4806. INS: $1,000,000 pv; $1,000,000 pt. B. J. Wiseman, vp-sls & traf; G. H. Tweedy, exec vp. INTER: Ark, Ill, Ind, Kans, Miss, Mo, Okla, Tenn, Tex. INTRA: Ark, Ill, Mo, Okla. TERMINALS: **Chicago, Ill**—2131 S Throop St; **Dallas, Tex**—6102 Maple Ave; **Kansas City, Mo**—1330 W 8th St; **Little Rock, Ark**—822 E 6th St; **Memphis, Tenn**—253 Pioneer Place; **Oklahoma City, Okla**—927 E Reno Ave; **Springdale, Ark**—514 E Emma Ave; **St. Louis, Mo**—5601 Hall St; **Tulsa, Okla**—408 N Detroit; **Wichita, Kans**—1407 S Walnut. TRAILER INTERCHANGE: Chicago, Ill; Dallas, Tex; Ft Smith, Ark; Jonesboro, Ark; Joplin, Mo; Kansas City, Mo; Kenneth, Mo; Little Rock, Ark; Memphis, Tenn; Muskogee, Okla; St. Louis, Mo; Springdale, Ark; Tulsa, Okla; Wichita, Kans. (Interchange with all carriers who are members of National Motor Equipment Interchange Committee Schedule No. 2.) TARIFFS: NMFC A-4 & 15 ATA Explosives & Dangerous Articles C&S-MFTA ECMCA IllMCR&TB MVMFB RMMTB SMCRC SWMFB Ind. HIGHWAY EQUIPMENT: Tractors 241; Trailers 406.

Kramer Bros. Freight Lines, Inc. (RRCC GC) 4195 Central Ave., Detroit 10, Mich. Ph: TI 6-2200. INS: Complete coverage to $5,000,000. Carter A. Justin, vp dir sls; Harold Jenner, dsm. INTER: Del, DC, Ill, Ind, Md, Mich, NJ, NY, Ohio, Pa. INTRA: Mich, NY, Pa. TERMINALS: **Buffalo, NY**—2740 Walden Ave; **Carlstadt, NJ**—303 Paterson Plank Rd; **Chicago, Ill**—3311 S Cicero; **Cleveland, Ohio**—7901 Old Granger Rd; **Detroit, Mich**—4195 Central Ave; **Flint, Mich**—1831 S Dort Highway; **Metuchen, NJ**—Route 25, Box 269; **Philadelphia, Pa**—G & Bristol Sts; **Pittsburgh, Pa**—Route 8; **Gibsonia, Pa; Toledo, Ohio**—PO Box 6627 W-T. TRAILER INTERCHANGE: At all company terminals and with members of National Motor Equipment Interchange Committee Schedule No. 2. TARIFFS: NMFC A-4 & 15. ATA Explosives & Dangerous Articles 10 CSMFB ECMCA EWPISC MIMFB MAC MWMFB NYMCC NFTB RMMTB. HIGHWAY EQUIPMENT: Tractors 383; Trailers 750.

Lee Way Motor Freight, Inc. (RRCC) 3200 6th Ave. S., Seattle, Wash. O. M. Hendrickson, vp.

Los Angeles-Seattle Motor Express, Inc. (RRCC IRCC SP) 3200 6th Ave. S., Seattle, Wash. INS: $1,000,000 cargo. O. M. Hendrickson, vp. INTER: Ariz, Calif, Nev, NM, Okla, Ore, Tex, Vancouver, BC, Wash. TERMINALS: **Los Angeles, Calif; Oakland, Calif; Portland, Ore; San Francisco, Calif; Seattle, Wash; Stockton, Calif; Tacoma, Wash; Vancouver, BC.** TARIFFS: NMFC PITB RMMTB. HIGHWAY EQUIPMENT: Tractors about 65; Trailers about 260.

M & M Transportation Co. (RRCC) 250 Mystic Ave., Somerville, Mass. INS: $100,000 cargo pv. Harry Marks, pres. INTER: Mass, NJ, NY, Pa, RI. TERMINALS: **Newark, NJ; New York, NY; Philadelphia, Pa; Providence, RI; Somerville, Mass; Springfield, Mass; Worcester, Mass.** TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC CMFC NEMRB MAC. HIGHWAY EQUIPMENT: Tractors about 192; Trailers about 260.

Mason & Dixon Lines, Inc. (RRCC IRCC) Box 969, Kingsport, Tenn. INS: $1,000,000 per unit. J. R. King, vp. INTER: DC, Del, Ga, Md, NJ, NY, NC, Pa, SC, Tenn, Va. INTRA: Ga, Tenn. TERMINALS: **Atlanta, Ga; Baltimore, Md; Birmingham, Ala; Chattanooga, Tenn; Dalton, Ga; Memphis, Tenn; Nashville, Tenn; New York, NY; Philadelphia, Pa; Secaucus, NJ.** TERMINAL INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA MAC SMCRC.

McLean Trucking Co. (RRCC IRCC) 617 Waughtown, Winston-Salem, N. C. J. A. Randone, exec vp.

Merchants Fast Motor Lines, Inc. (RRCC) East Hwy 80, P.O. Drawer 270, Abilene, Tex. Ph: OR 3-3741. INS: $1,000,000 pv; $1,000,000 pt. Doyle Armstrong, vp & dir; Ernest B. Ledford, vp-sls. INTER: Tex. INTRA: Tex. TERMINALS: **Abilene, Tex**—East Hwy 80; **Amarillo, Tex**—1113 S Williams St; **Dallas, Tex**—1440 Oak Lawn; **El Paso, Tex**—1430 E San Antonio St; **Fort Worth, Tex**—2802 Cullen; **Houston, Tex**—5521 Harvey Wilson Dr; **Lubbock, Tex**—305 34th St; **Odessa, Tex**—200 S Grandview; **San Antonio, Tex**—3846 E Commerce; **Waco, Tex**—419 S 4th St. TRAILER INTERCHANGE: All carriers serving Amarillo, Dallas, El Paso, Fort Worth, Houston, San Antonio. TARIFFS: NMFC ATA Explosives & Dangerous Articles ECMCA MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 137; Trailers 308.

Merchants Motor Freight, Inc. (RRCC) 2625 Territorial Rd., St. Paul, Minn. INS: $1,000,000 cargo. C. Holmgren, vp. TERMINALS: **Cedar Rapids, Ia; Chicago, Ill; Cleveland, Ohio; Denver, Colo; Des Moines, Ia; Detroit, Mich; Kansas City, Mo; Minneapolis, Minn; Moline, Ill; Omaha, Nebr; St. Louis, Mo; St. Paul, Minn; Toledo, Ohio; Waterloo, Ia.** HIGHWAY EQUIPMENT: About 700 units.

Middle Atlantic Transportation Co., Inc. (RRCC IRCC) 976 W. Main St., New Britain, Conn. INS: $5,000,000 cargo & public liability. R. W. Palmer, pres. INTER: Conn, Mass, Mich, NJ, NY, Ohio, Pa. INTRA: Conn. TERMINALS: **Boston, Mass; Cincinnati, Ohio; Cleveland, Ohio; Dayton, Ohio; Detroit, Mich; Milford, Conn; Newark, NJ; New Britain, Conn; New York, NY; Pittsburgh, Pa; Springfield, Mass; Toledo, Ohio.** TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFA CMFA ATA Explosives & Dangerous Articles CSMFB ECMCA MAC NEMTB NFTB. HIGHWAY EQUIPMENT: Tractors about 200; Trailers about 250.

Motor Cargo, Inc. (RRCC) 1540 W. Market St., Akron, Ohio. INS: $3,000,000 per accident. H. A. Baumgarten, vp. INTER: Del, DC, Ill, Ind, Ia, Md, Minn, Mo, NJ, NY, Ohio, Pa, Wis. TERMINALS: **Akron, Ohio; Baltimore, Md; Chicago, Ill; Cleveland, Ohio; Indianapolis, Ind; Milwaukee, Wis; Muncie, Ind; Philadelphia, Pa; St. Louis, Mo; St. Paul, Minn; Warren, Ohio.** All company terminals. TARIFFS: NFMA ATA Explosives & Dangerous Articles CSMFB ECMCA MAC MWMFB RMMTB. HIGHWAY EQUIPMENT: Trailers about 975; Tractors about 715.

Motor Freight Express (RRCC GC) 540-550 E. King St., York, Pa. Ph: 5541 & 6600. INS: $200,000 pv; $750,000 pt. W. T. Fitzgerald, exec asst to pres; R. E. Good, vp. INTER: Del, Md, NJ, NY, Pa, Va. INTRA: Pa. TERMINALS: **Altoona, Pa**—Box 268; **Baltimore, Md**—Monument & Dean Sts; **Harrisburg, Pa**—1061 S Cameron St; **Jersey City, NJ**—313 Bright St; **Johnstown, Pa**—67-69 Cooper Ave; **Lancaster, Pa**—Dillerville Rd; **Philadelphia, Pa**—Howard & Oxford Sts; **Pittsburgh, Pa**—1231 Western Ave; **Reading, Pa**—225 Pine St; **York, Pa**—540 E King St. TRAILER INTERCHANGE: Baltimore, Harrisburg, Jersey City, Lancaster, Philadelphia, Pittsburgh, York. TARIFFS: NFMC ECMCA EWPIC MAC NFTB SMCRC. HIGHWAY EQUIPMENT: Tractors 210; Trailers 260.

Navajo Freight Lines, Inc. (RRCC) 1205 S. Platte River Dr., Denver, Colo. Roy B. Adams, vp.

Norwalk Truck Lines, Inc. (RRCC) 36 Woodlawn Ave., Norwalk, Ohio. INS: $500,000 cargo pv. INTER: Ill, Ind, Mich, Ohio, Pa. INTRA: Ind, Ohio, Pa. TERMINALS: **Akron, Ohio; Auburn, Ind; Battle Creek, Mich; Chicago, Ill; Cleveland, Ohio; Detroit, Mich; Grand Rapids, Mich; Hammond, Ind; Norwalk, Ohio; South Bend, Ind; Toledo, Ohio.** TRAILER INTERCHANGE: All Company Terminals. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA IndMR&TB IMTB MWMFB NFTB OMFTC RMMTB. HIGHWAY EQUIPMENT: Trailers about 1500; Tractors about 875.

Norwalk Truck Lines, Inc. of Del. (RRCC IRCC) Manheim Pike, Lancaster, Pa. C. W. Hoke, pres.

Olson Transportation Co. (RRCC IRCC) 1970 S. Broadway, Green Bay, Wis. INS: Cargo $2,000,000 pv. J. L. Singleton, pres. TERMINALS: **Appleton, Wis; Chicago, Ill; Escanaba, Mich; Green Bay, Wis; Marquette, Mich; Menominee, Mich; North Chicago, Ill; Oshkosh, Wis; Sheboygan, Wis; West Bend, Wis.** TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA Clayton-T MWMFB RMMTB SMCRC TAFL WMCA IllMCR&TB UMPCA Ind. HIGHWAY EQUIPMENT: Tractors about 300; Trailers about 360.

Overnite Transportation Co. (RRCC GC) 1100 Ninth Street Rd., Richmond 24, Va. Ph: BE 3-9611. INS: $1,500,000 pv. C. B. Coleman, vp-sls & traf; P. S. Simmons, exec vp. INTER: Ga, NC, SC, Va. INTRA: Ga, NC, SC, Va. TERMINALS: **Asheville, NC**—Sweeten Creek Rd; **Atlanta, Ga**—2427 Moreland Ave SE; **Charlotte, NC**—Derita Rd; **Columbia, SC**—Charleston Hwy; **Greensboro, NC**—2900 Patterson St; **Greenville, SC**—Wade Hampton Blvd; **Hickory, NC**—Hwy 70 SE; **Raleigh, NC**—2714 E Trawick Rd; **Richmond, Va**—1100 9th St Rd; **Savannah, Ga**—Lissner Ave. TRAILER INTERCHANGE: Asheville, Atlanta, Charlotte, Greensboro, Greenville, Richmond, Savannah. TARIFFS: NMFC SMCRC ECMCA SCMTB RMTB VCC No. 1 Glen Morgan Agent. HIGHWAY EQUIPMENT: Tractors 351; Trailers 585.

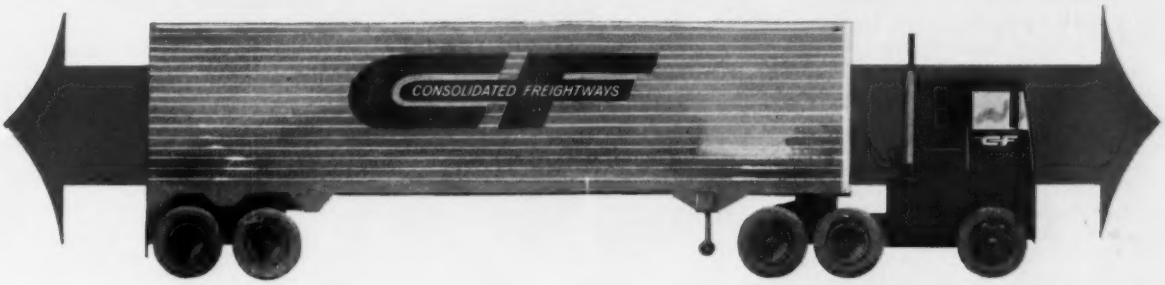
Pacific Intermountain Express Co. (RRCC IRCC) P-I-E Bldg., 14th & Clay Sts., Oakland, Calif. INS: $5,000,000 cargo. C. C. Zwingle, vp. INTER: Ariz, Calif, Colo, Idaho, Ill, Mo, Mont, Ore, Utah, Wash, Wyo. INTRA: Calif, Idaho, Wash. TERMINALS: **Chicago Ill; Denver Colo; Kansas City Mo; Los Angeles, Calif; Missoula, Mont; Oakland, Calif; Pocatello, Idaho; Portland, Ore; Reno, Nev; Seattle, Wash; St. Louis, Mo; San Francisco, Calif; Spokane, Wash.** TARIFFS: NMFC UNFC WC ATA Explosives & Dangerous Articles ECMCA IMTB IFCC MWMFB PCTB PITB PSWFTB RMMTB SMCRC SWMTB TTOTB. HIGHWAY EQUIPMENT: Tractors about 475; Trailers about 1160.

Pacific Motor Truck Co. (RRCC IRCC GC SP) 110 Market St., San Francisco, Calif. Ph: EX 7-3600. S. F. Jordan, sm; W. J. Schilling, dist sls rep. INTER: Ariz, Calif, Nev, NM, Ore, Tex. INTRA: Ariz, Calif, Nev, Ore. TERMINALS: **Bakersfield, Calif**—21st & "R" Sts; **Fresno, Calif**—Merced & "H" Sts; **Los Angeles, Calif**—1039 Richmond St; **Oakland, Calif**—5th & Kirkham; **Phoenix, Ariz**—1624 S Central Ave; **Portland, Ore**—1830 Southeast Schiller St; **Reno, Nev**—East Commercial Rd & Peavine St; **Sacramento, Calif**—930 Front St; **San Francisco, Calif**—336 Berry St; **San Jose, Calif**—385 N San Pedro St. TRAILER INTERCHANGE: All Company Terminals. TARIFFS: NMFC CFC(Western) AMTA AMTB PITB PSWFB WMTB IFCC PMTB RMMTB Ind. HIGHWAY EQUIPMENT: Tractors 1623; Trailers 3067.

Pilot Freight Carriers, Inc. (RRCC IRCC) 4103 N. W. Cherry, Winston-Salem, N. C. INS: $2,000,000 cargo pv. H. C. Sharpe, vp. INTER: DC, Md, NJ, NY, NC, Pa, Va (Irregular route SC & Ga). INTRA: NC & SC (Irregular route NJ & NY). TERMINALS: **Asheville, NC; Atlanta, Ga; Baltimore, Md;**

(Please Turn to Page 72)

CONSOLIDATED FREIGHTWAYS NOW SERVES COAST TO COAST



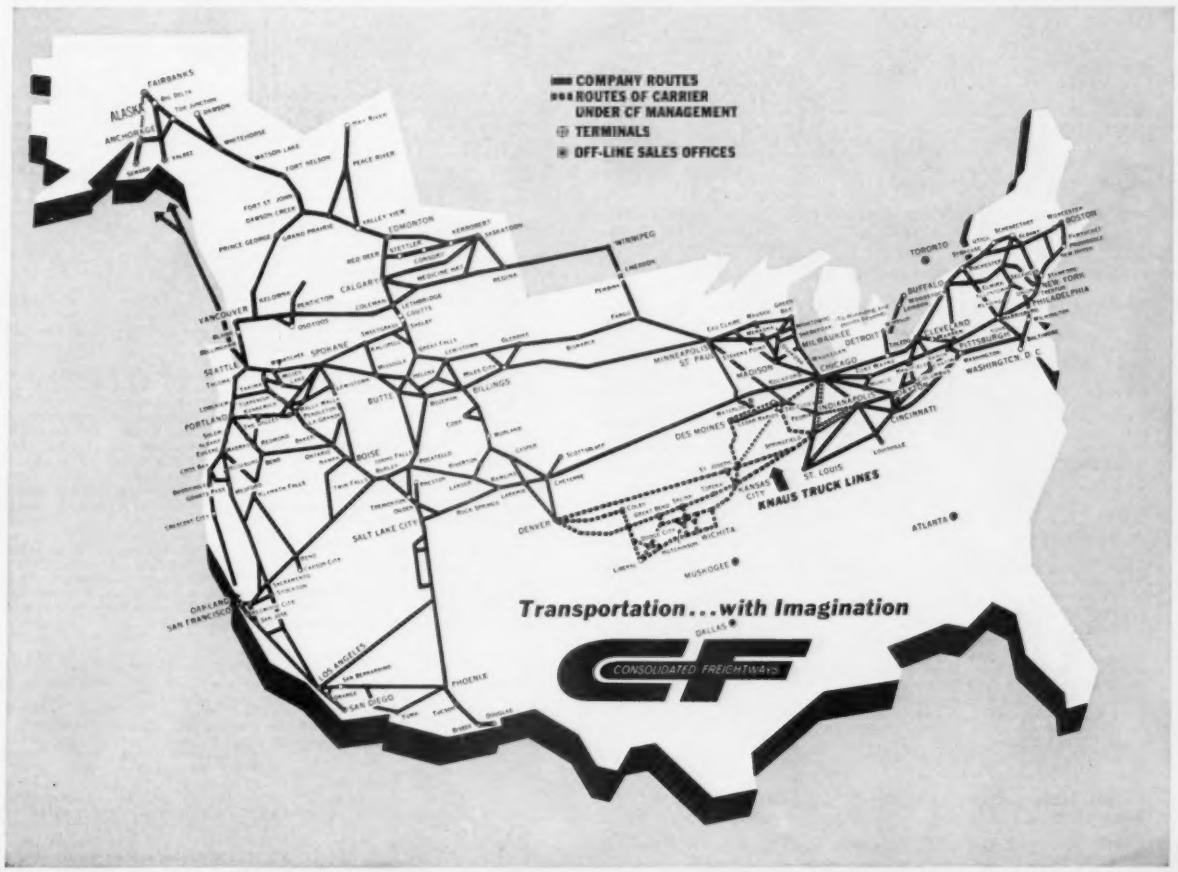
Motor Cargo and Liberty Motor Freight Lines are now a part of the Consolidated Freightways system. These carriers operate between the Atlantic seaboard and the Middle West, joining the CF system at Chicago, Indianapolis, Milwaukee and Minneapolis-St. Paul.

As units of the CF system they are now able to offer shippers the most extensive single-line freight service available, particularly to the western United States and Canada. And, of course, CF customers can enjoy comparable single-line service to the east.

This is major league coverage. In fact, the CF system now serves all 15 major league cities! And CF Daysaver service saves time, saves handling.

For dependable, courteous attention to *your* shipments, call your CF system terminal. Until telephone directory changes can be made, look for Motor Cargo or Liberty Motor Freight Lines in eastern cities.

EXCLUSIVE WITH CF—a special office equipped to furnish any type of rate and routing information not available locally. Write, wire, or phone Consolidated Freightways Information Center, Box 32, Chicago 50, Illinois. TWX Bellwood 172. Telephone: AUstin 7-7003



Quick Router . . .

Continued from Page 70

Buffalo, NY; Charlotte, NC; Greenville, SC; Philadelphia, Pa; Rochester, NY; Syracuse, NY; Utica, NY; Winston-Salem, NC. TRAILER INTERCHANGE: At terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA MAC MCTA MTRBofSC SMCRC. HIGHWAY EQUIPMENT: Tractors about 255; Trailers about 375.

R-C Motor Lines, Inc. (RRCC IRCC GC) 2500 Laura St., Jacksonville, Fla. Ph: EL 5-9611. Tltp: JK 461. INS: $1,000,000. F. J. O'Connor, vp-sls. INTER: Fla, Ga, Md, NJ, NY, NC, Pa, SC, Va. INTRA: Ga, NC, SC. TERMINALS: **Atlanta, Ga**—670 14th St NW; **Baltimore, Md**—2931 Whittington Ave; **Charleston, SC**—1 Simmons St; **Charlotte, NC**—1927 S Tryon St; **Jacksonville, Fla**—2500 Laura St; **Jersey City, NJ**—60 Kellogg St; **Philadelphia, Pa**—4258 Macalester; **Richmond, Va**—1204 Dinwiddie Ave; **Savannah, Ga**—Lissner Ave & Bay St. Ext. TRAILER INTERCHANGE: Allendale, SC; Atlanta, Ga; Augusta, Ga; Baltimore, Md; Charleston, SC; Charlotte, NC; Columbia, SC; Columbus, Ga; Greensboro, NC; Greenville, SC; Jacksonville, Fla; Macon, Ga; Jersey City, NJ; Philadelphia, Pa; Raleigh, NC; Richmond, Va; Savannah, Ga; Spartanburg, SC; Sumter, SC. TARIFFS: NMFC SMCRC C&SMFTA ECMCA RMMTB NCMCA SCMTRB GMTA. HIGHWAY EQUIPMENT: Tractors 173; Trailers 395.

Red Ball Motor Freight, Inc. (RRCC) 1210 S. Lamar, Dallas, Tex. O. B. English, pres.

Red Star Express Lines of Auburn, Inc. (RRCC IRCC) 24-50 Wright Ave., Auburn, NY. INS: $1,000,000 pv. J. Bisgrove, pres. INTER: NJ, NY. INTRA: NY. TERMINALS: **Auburn, NY; Buffalo, NY; Jamestown, NY; North Bergen, NJ; New York, NY; Rochester, NY; Syracuse, NY; Utica, NY.** TARIFFS: NMFC ATA Explosives & Dangerous Articles MAC NYMC NFTB. HIGHWAY EQUIPMENT: Tractors about 190; Trailers about 235.

Red Star Transit Co., Inc. (RRCC) 7950 Dix Ave., Detroit, Mich. INS: $500,000 pv. INTER: Ill, Ind, Mich, Ohio, Pa, WVa. INTRA: Mich. TERMINALS: **Akron, Ohio; Canton, Ohio; Chicago, Ill; Cleveland, Ohio; Detroit, Mich; Flint, Mich; Jackson, Mich; Pittsburgh, Pa; Pontiac, Mich; Toledo, Ohio; Warren, Ohio.** TRAILER INTERCHANGE: At terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MWMFB NFTB RMMTB. HIGHWAY EQUIPMENT: Tractors about 440; Trailers about 550.

Ringsby Truck Lines, Inc. (RRCC GC) 3201 Ringsby Court, Denver, Colo. Ph: AC 2-5761. INS: $1,200,000 pv; $1,200,000 pt. Ray A. Petersen, vp-sls & traf; Horace Simi, gsm. INTER: Calif, Colo, Ill, Iowa, Kans, Mo, Nebr, Nev, Utah, Wyo. INTRA: Colo, Nebr, Nev, Wyo. TERMINALS: **Cheyenne, Wyo**—1111 Dunn Ave; **Chicago, Ill**—4100 W 52nd Place; **Denver, Colo**—3201 Ringsby Court; **Kansas City, Mo**—4401 Gardner Ave; **Las Vegas, Nev**—231 West Utah St; **Los Angeles, Calif**—5300 E Sheila; **Oakland, Calif**—5915 Hollis St; **St. Louis, Mo**—1412 Hadley St; **Salt Lake City, Utah**—1800 S 2nd West; **Reno, Nev**—1600 E 2nd St. TRAILER INTERCHANGE: At all company terminals. TARIFFS: NMFA ATA Explosives & Dangerous Articles CSMFB SMCRC ECMCA MWMFB NMVT RMMTB CMCA SWMFB IFCC MTCCofCol PITB. HIGHWAY EQUIPMENT: Tractors 197; Trailers 584.

Riss & Co., Inc. (RRCC) 9th & Burlington, North Kansas City, Mo. R. R. Riss, Sr., pres. TERMINALS: **Amarillo, Tex; Baltimore, Md; Chicago, Ill; Dallas, Tex; Denver, Colo; Detroit, Mich; Kearny, NJ; Louisville, Ky; North Kansas City, Mo; Oklahoma City, Okla; Philadelphia, Pa; Syracuse, NY.**

Roadway Express, Inc. (RRCC GC) 147 Park St., Akron, Ohio. Ph: JE 5-5111. Tltp: FFK. INS: $5,000,000 pv; $5,000,000 pt. W. F. Stiegele, vp-sls&traf; H. J. Carroll, vp-natl act sls. INTER: Ala, Conn, Del, DC, Ga, Ill, Ind, Kans, Ky, Md, Mass, Mich, Miss, Mo, NJ, NY, NC, Ohio, Okla, Pa, RI, SC, Tenn, Tex, Va, Wis. TERMINALS: **Akron, Ohio**—1355 E Archwood; **Atlanta, Ga**—161 Arizona Ave NE; **Buffalo, NY**—383 Sawyer Ave (Tonawanda); **Chicago, Ill**—3400 W 51st St; **Cleveland, Ohio**—8101 Union Ave; **Detroit, Mich**—22701 Van Born Rd; **Kearny, NJ**—72 Second St; **Laurel, Md**—72 Marshall Ave; **Memphis, Tenn**—857 E Georgia Ave; **Winston-Salem, NC**—PO Box 4598. TRAILER INTERCHANGE: With all members of National Motor Equipment Interchange Committee Schedule No. 2. TARIFFS: NMFC 15 & A-5 ATA Explosives & Dangerous Articles C&SMCA CSMFB ECMCA MAC MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 1200; Trailers 2200.

Rock Island Motor Transit Co. (RRCC HG GC) 919 Walnut St., Des Moines, Ia. Ph: AT 8-2231. INS: $50,000 pv; $50/550,000 pt. W. B. Robison, tm; M. P. Thomas, asst tm. INTER: Ill, Iowa, Kans, Neb, Ind, Minn, Mo. INTRA: Ark, Ill, Iowa, Kans, Neb. TERMINALS: **Cedar Rapids, Iowa**—4th St NE; **Chicago, Ill**—1159 S Wells St; **Davenport, Iowa**—505 Iowa St; **Des Moines, Iowa**—2726 SE Market St; **Kansas City, Kans**—5th & Scott Sts; **Omaha, Neb**—18th & Mason Sts; **Ottumwa, Iowa**—212 S Union; **St. Paul, Minn**—719 Prior Ave N; **Topeka, Kans**—1st & Van Buren; **Wichita, Kans**—728 E William St. TRAILER INTERCHANGE: At all company terminals and with members of National Motor Equipment Interchange Committee Schedule. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFA CSMFB ECMCA MWMFB RMMTB SMCRC SWMTB Ind. HIGHWAY EQUIPMENT: Tractors 325; Trailers 610.

Rogers Cartage Co., 1934 S. Wentworth, Chicago, Ill. W. Mullady, pres.

Ruan Transport Corp., 408 S.E. 30th St., Des Moines, Iowa. R. Root, exec vp.

Ryder Truck Lines, Inc. (IRCC) 2050 Kings Rd., Jacksonville, Fla. Ph: EL 3-3111. Tltp: JK 358. Ins: $5,000,000 Combined Liability and Cargo. T. R. Cheney, gsm (Great Southern Div); H. P. Senske, dir sls (TSC Div). INTER: Ala, Fla, Ga, La, Miss, NC, SC, Tenn, Tex, Va. INTRA: Fla, Ga, La, Miss, NC. TERMINALS: **Atlanta, Ga**—352 University Ave SW; **Birmingham, Ala**—1504 Appalachee; **Charlotte, NC**—3500 N Grand St; **Chattanooga, Tenn**—2912 Market St; **Houston, Tex**—400 Pinckney St; **Jacksonville, Fla**—2060 Kings Rd; **Memphis, Tenn**—633 East St; **Miami, Fla**—1625 NW 20th St; **New Orleans, La**—2200 Agriculture; **Tampa, Fla**—4004 E Columbus Dr. TRAILER INTERCHANGE: Will interchange trailers with all carriers with whom they interchange freight. TARIFFS: NMFC A-5 & 15 (intrastate only in NC) ATA Explosives & Dangerous Articles C&SMFTA ECMCA FIRB GMCRB MWMFB RMMTB SMCRC SWMFB LMFTB. HIGHWAY EQUIPMENT: Tractors 510; Trailers 1386.

St. Johnsbury Trucking Co., Inc. (RRCC IRCC) 38 Main St., St. Johnsbury, Vt. (Sales & Traffic Dept., 40 Erie St., Cambridge, Mass.) Ph: PI 8-2381. INS: $1,000,000 pv; $1,000,000 pt. Anthony DeSantolo, gsm; John M. Simonds, sls supv. INTER: Conn, Me, Mass, NH, NJ-NY-(Metropolitan area), RI, Vt. INTRA: Me, Mass, NH, Vt. TERMINALS: **Bangor, Me**—76 Dutton St; **Bellows Falls, Vt**—U. S. Route 5 S; **Burlington, Vt**—Pine St; **Cambridge, Mass**—40 Erie St; **Manchester, NH**—1051 S Willow St; **New York, NY**—325 W Houston St; **New Haven, Conn**—15 Middletown Ave; **Portland, Me**—91-123 Fox St; **South Kearny, NJ**—Jacobus Ave & 3rd St; **St. Johnsbury, Vt**—38 Main St; **Springfield, Mass**—1311 Union St. TRAILER INTERCHANGE: Interchanges trailers. TARIFFS: NMFC CMFC-NEMRB ECMCA SMCRC MAC. HIGHWAY EQUIPMENT: Tractors 395; Trailers 375.

Santa Fe Trail Transportation Co. (RRCC GC) 433 E. Waterman St., Wichita, Kans. Ph: HO 4-3306. R. K. Anderson, sm; E. C. Darymple, asst sm. INTER: Ark, Colo, Kans, Mo, Nebr, NM, Okla. INTRA: Colo, Kans, Mo, Nebr, NM, Okla. TERMINALS: **Albuquerque, NM**—314 First SW; **Dallas, Tex**—1000 Young St; **Denver, Colo**—713 23rd St; **Fort Worth, Tex**—13th & Jones St; **Houston, Tex**—6002 Esperson; **Kansas City, Mo**—1401 W 14th St; **Oklahoma City, Okla**—320 S Santa Fe; **Omaha, Nebr**—2201 Cuming; **Tulsa, Okla**—400 E First; **Wichita, Kans**—204 S St. Francis. TRAILER INTERCHANGE: Interchange with all members of National Motor Equipment Interchange Committee. TARIFFS: NMFC ATA Explosives & Dangerous Articles AMTB ColMCA ECMCA IFTB MWMFB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 694; Trailers 555.

Smith's Transfer Corp. of Staunton, Va. (RRCC IRCC) P.O. Box 1000, Staunton, Va. INS: $500,000 pv. R. R. Smith, pres. INTER: Conn, Del, DC, Md, Mass, NJ, NY, NC, Pa, SC, Va, WVa. INTRA: Va. R. R. Smith, pres. TERMINALS: **Baltimore, Md; Boston, Mass; Charleston, WVa; Charlotte, NC; Covington, Va; Greensboro, NC; Harrisonburg, Va; Hartford, Conn; Lynchburg, Va; Newark, NJ; New Brunswick, NJ; New York, NY.** TRAILER INTERCHANGE: All terminals Listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles ECMCA MAC SMCRC. HIGHWAY EQUIPMENT: Tractors about 300; Trailers about 450.

Southern California Freight Lines, Inc. (RRCC IRCC) 1121 Matio St., Los Angeles, Calif. INS: $1,000,000 pv. INTER: Calif. INTRA: Calif. TERMINALS: **Los Angeles, Calif; Oakland, Calif; Sacramento, Calif; San Francisco, Calif; San Jose, Calif.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC WC ATA Explosives & Dangerous Articles IFCC PCTB PITB PSCFTB PSWFTB RMMTB SWMTB WMTB. HIGHWAY EQUIPMENT: Tractors about 247; Trailers about 360.

Southern Plaza Express (RRCC GC) 2001 Irving Blvd., Dallas, Tex. Ph: RI 8-9181. INS: $5,000,000 pv; $5,000,000 pt. Earl Herschman, vp-sls; Ed Pecora, vp-oper. INTER: Ill, Ind, Iowa, Mo, Okla, Tenn, Tex. INTRA: Mo, Tex. TERMINALS: **Chicago, Ill**—2401 S Laflin; **Houston, Tex**—2334 Gulf Terminals Dr; **Kansas City, Mo**—1731 Tracy; **Memphis, Tenn**—526 Weakley; **New Orleans, La**—1516 Thaillas; **Oklahoma City, Okla**—1430 W Grand; **St. Louis, Mo**—900 S Rankin; **San Antonio, Tex**—1126 Quincy; **Tulsa, Okla**—12 S Hudson.

Spector Freight System, Inc. (RRCC) 3100 S. Wolcott Ave., Chicago, Ill. INS: $1,000,000 cargo. Cecil Vernon, exec vp. INTER: DC, Ill, Ind, Iowa, Kans, Md, Mass, Minn, Mo, NH, NY, Ohio, Pa, RI, Va, Wis. TERMINALS: **Albany, NY; Baltimore, Md; Boston, Mass; Chicago, Ill; Cleveland, Ohio; Indianapolis, Ind; New York City, NY; Philadelphia, Pa; St. Louis, Mo; Topeka, Kans; Worcester, Mass.** TRAILER INTERCHANGE: At terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles CSMFB ECMCA MAC MWMFB NEMRB NFTB RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors about 950; Trailers about 1770.

Stefke Freight Co. (RRCC) 204 S. Bollis, Wausau, Wis. INS: $100,000 pv. Malcolm J. Boyle, pres. INTER: Ill, Ind, Iowa, Mich, Wis. INTRA: Ill, Wis. TERMINALS: **Appleton, Wis; Chicago, Ill; Dubuque, Iowa; Fond du Lac, Wis; Green Bay, Wis; Ishpeming, Mich; Madison, Wis; Milwaukee, Wis; Minneapolis, Minn; Waukegan, Ill.**

Strickland System (RRCC IRCC GC SC) P.O. Box 5689, Dallas, Tex. Ph: RI 1-4971. Tltp: DL 475. INS: $1,000,000 pv; $1,000,000 pt. J. E. Tittsworth, asst to pres; R. W. Collingsworth, gtm. INTER: Ark, Conn, Ill, Ind, La, Mass, Mich, Mo, NJ, NY, Ohio, Okla, Pa, Tenn, Tex. INTRA: Conn, Ill, Mass, NJ Tex. TERMINALS: **Boston Mass**—28 Travis St; **Chicago, Ill**—2525 S Rockwell; **Cleveland, Ohio**—4650 Payne (and Commercial Zone); **Dallas, Tex**—3011 Gulden Lane; **Houston, Tex**—2200 Collier; **Memphis, Tenn**—143 S Parkway W; **Milwaukee, Wis**—1930 S Fourth St; **New York City, NY**—19th St at 10th Ave (and Commercial Zone); **Philadelphia, Pa**—4021 G St; **St. Louis, Mo**—3635 Chouteau. TRAILER INTERCHANGE: All company terminals. TARIFFS: NMFC A-5 SWMFB NEMRB C&SMFT ECMCA CSMFB IllHMCRB MAC MWMFB MVMFB NFTB RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors 500; Trailers 750.

TARIFF ABBREVIATIONS

AI—Alabama Intrastate
AMTB—Arizona Motor Tariff Bureau
ATA—ATA Explosives & Dangerous Articles

CalCCC—California Common Carrier Conference
CCMFA—Common Carrier Motor Freight Assn.
CESTkL—C.E.S. Truck Lines
CFC(Western)—Consolidated Freight Classification (Western)
Clayton T—W. B. Clayton Tariff (Canadian)
CMFC—Coordinated Motor Freight Classification
ColMCA—Colorado Motor Carriers' Assn.
ColMFTB—Colorado Motor Freight Tariff Bureau
C&SMFTA—Central & Southern Motor Freight Tariff Assn.

ECMCA—Eastern Central Motor Carriers Assn.
EWPISC—East-West-Pennsylvania Intra State Conference

FIRB—Florida Intrastate Rate Bureau

GMCRB—Georgia Motor Carriers Rate Bureau
GMTA—Georgia Motor Trucking Assn.
GTB—General Tariff Bureau

HGCB—Household Goods Carriers Bureau

IdaMTB—Idaho Motor Tariff Bureau
IFCC—Interstate Freight Carrier Conference
IllIMCR&TB—Illinois Intra Motor Carrier Rate & Tariff Bureau
IMTB—Intermountain Tariff Bureau
Ind—Individual
IndMR&TB—Indiana Motor Rate & Tariff Bureau

LMFTB—Louisiana Motor Freight Tariff Bureau

MAC—Middle Atlantic Conference
MATB—Middle Atlantic Tariff Bureau
MCTA—Motor Carriers Traffic Assn.
MIMTB—Michigan Intrastate Motor Tariff Bureau
MMCC—Metropolitan Motor Carriers Conference
MTCCofC—Motor Truck Common Carriers of Colorado
MTRBofSC—Motor Truck Rate Bureau of South Carolina
MVMFB—Mississippi Valley Motor Freight Bureau, Inc.
MWMFB—Middlewest Motor Freight Bureau

NCMCA—North Carolina Motor Carriers Assn.
NEMRB—New England Motor Rate Bureau
NFTB—Niagara Frontier Tariff Bureau
NMFC—National Motor Freight Classification
NMVT—Nebraska Motor Vehicle Tariff
NYMCC—New York Motor Carrier Conference

OD&WA—Oregon Draymen & Warehousemen's Assn.
OMFTB—Ohio Motor Freight Tariff Committee

P-ASC—Pan-Atlantic Steamship Corp. (Sea-Land Service)
PCTB—Pacific Coast Tariff Bureau
PITB—Pacific Inland Tariff Bureau
PMTB—Pacific Motor Tariff Bureau
PSCFB—Pacific South Coast Freight Bureau
PSWFTB—Pacific Southwest Freight Tariff Bureau

RCofT—Railroad Commission of Texas
RMMTB—Rocky Mountain Motor Tariff Bureau

SCMTRB—South Carolina Motor Truck Rate Bureau, Inc.
SMCRC—Southern Motor Carriers Rate Conference
SWMFB—Southwestern Motor Freight Bureau
SWMTB—Southwestern Motor Tariff Bureau

TAFL—Transamerican Freight Lines, Inc.
TTOTB—Tank Truck Operators Tariff Bureau

UMPCA—Upper Michigan Permitted Carriers Assn.

WMCA—Wisconsin Motor Carriers Assn.
WMTB—Western Motor Tariff Bureau
WPSC—Washington Public Service Commission
WSMC—Western States Movers Conference

Super Service Motor Freight Co., Inc. (RRCC IRCC) Fesslers Lane, Nashville, Tenn. C. N. Crichton, pres. TERMINALS: **Baltimore, Md; Chattanooga, Tenn; Chicago, Ill; Decatur, Ala; Knoxville, Tenn; Nashville, Tenn; New York, NY; Rome, Ga; St. Louis, Mo; Sheffield, Ala; South Kearny, NJ.** TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMCA ECMCA MAC RMMTB SMCRC CSMFG MWMFB AI.

T. I. M. E. Freight, Inc. (RRCC GC) Box 1120, Lubbock, Tex. Ph: PO 3-8251. INS: $3,000,000 pv; $3,000,000 pt. G. C. Miller, dir sls & traf; Robert J. Feskens, gsm. INTER: Ariz, Ark, Calif, Ga, Ill, Ind, Kans, Ky, Mo, NM, Ohio, Okla, Tenn, Tex. TERMINALS: **Atlanta, Ga**—2621 Moreland Ave SE; **Cincinnati, Ohio**—240 W North Bend; **El Paso, Tex**—4751 Durazno; **Kansas City, Mo**—1718 Lydia Ave; **Los Angeles, Calif**—1225 W Washington (Montebello); **Memphis, Tenn**—1046 Arkansas St; **Nashville, Tenn**—Hill-Blanton Ave; **Oklahoma City, Okla**—1315 E Reno; **Phoenix, Ariz**—700 N 17th St; **St. Louis, Mo**—5801 Hall St. TRAILER INTERCHANGE: Atlanta, Ga; Cincinnati, Ohio; El Paso, Tex; Evansville, Ind; Hobbs, Tex; Kansas City, Mo; Little Rock, Ark; Los Angeles, Calif; Lubbock, Tex; Memphis, Tenn; Nashville, Tenn; Oklahoma City, Okla; Phoenix, Ariz; St. Louis, Mo; Springfield, Mo; Tucson, Ariz; Tulsa, Okla. (No restrictions at any gateway-interchange w/all carriers.) TARIFFS: NMFC IFCC AMTB RMMTB SWMFB SMCRC ECMCA MDMFB C&SMFA Ind. HIGHWAY EQUIPMENT: Tractors 208; Trailers 507.

Terminal Transport Co., Inc. (RRCC IRCC GC) 180 Harriet St., SE, Atlanta, Ga. Ph: JA 3-7501. INS: $1,000,000 pv; $1,000,000 pt. H. W. McNelley, Jr., vp-sls. INTER: Ala, Fla, Ga, Ill, Ind, Ky. TERMINALS: **Atlanta, Ga**—180 Harriet St SE; **Birmingham, Ala**—3501 5th Ave N; **Chicago, Ill**—2931 S Cicero Ave; **Indianapolis, Ind**—3340 Shelby St; **Jacksonville, Fla**—2175 Commonwealth St; **Louisville, Ky**—520 Marret St; **Macon, Ga**—Guy Payne Rd; **Miami, Fla**—2055 NW 3rd Ave; **Orlando, Fla**—1115 Sligh Blvd; **Tampa, Fla**—114 Meridian Ave. TRAILER INTERCHANGE: Atlanta, Ga; Birmingham, Ala; Chicago, Ill; Indianapolis, Ind; Jacksonville, Fla; Louisville, Ky; Miami, Fla; Tampa, Fla. TARIFFS: NFMC C&SMFA ECMCA RMMTB SMCRC CSMFB MWMFB Ind. HIGHWAY EQUIPMENT: Tractors 127; Trailers 323.

Transamerican Freight Lines, Inc. (RRCC) 1700 Waterman Ave., Detroit, Mich. INS: $500,000 pv. R. I. Dennis, vp. INTER: Conn, Ill, Ind, Iowa, Kans, Ky, Mass, Mich, Mo, Nebr, NJ, NY, Ohio, Okla, Pa, RI Tex, Wis. INTRA: Ill NY. TERMINALS: **Akron Ohio; Anderson, Ind; Boston, Mass; Bridgeport, Conn; Buffalo, NY; Chicago, Ill; Cincinnati, Ohio; Detroit, Mich; Kansas City, Mo-Kans; Milwaukee, Wis; New York, NY; Philadelphia, Pa.** TRAILER INTERCHANGE: At company terminals. TARIFFS: NMFC CMF ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MCA MWMFB RMMTB SMCRC Ind. HIGHWAY EQUIPMENT: About 900 units.

Transcon Lines (RRCC) 1206 S. Maple Ave., Los Angeles, Calif. Scribner Birlenbach, pres.

United States Trucking Corp., 66 Murray, New York, N. Y. J. F. Adams, pres.

United Transports, Inc., 4900 N. Santa Fe, Oklahoma City, Okla. R. C. Cunningham, pres.

Valley Motor Lines, Inc. (RRCC) Valley Express Co., 2470 S. Cherry Ave., Fresno, Calif. INS: $1,000,000 pv. W. B. Allen, pres. INTER: Calif. INTRA: Calif. TERMINALS: **Bakersfield, Calif; Fresno, Calif; Los Angeles, Calif; Merced, Calif; Modesto, Calif; Oakland, Calif; Redding, Calif; Sacramento, Calif; San Francisco, Calif; San Jose, Calif; Stockton, Calif.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC WC ATA Explosives & Dangerous Articles IFCC PCTB PITB PSWFTB RMMTB Ind. HIGHWAY EQUIPMENT: Tractors about 280; Trailers about 425.

Viking Freight Co. (RRCC) 614 S. 6th St., St. Louis, Mo. INS: $2,000,000 pv; $2,000,000 pt. C. F. Weilbacher, vp. INTER: Ark, Ill, Ind, Ky, La, Miss, Mo, Ohio, Okla, Tenn, Tex. INTRA: Ill, Miss, Tenn. TERMINALS: **Chicago, Ill; Dallas, Tex; Dayton, Ohio; Ft. Worth, Tex; Indianapolis, Ind; Memphis, Tenn; Mt. Vernon, Ill; Oklahoma City, Okla; St. Louis, Mo; Tulsa, Okla.** TRAILER INTERCHANGE: All terminals listed.

Watson Brothers Transportation Co., Inc. (RRCC IRCC) 1523 Marcy Ave., Omaha, Nebr. H. Roy Kersbergen, vp.

Western Truck Lines, Ltd. (RRCC IRCC) 2550 E. 28th St., Los Angeles, Calif. D. Cantlay, vp. INTER: Ariz, Calif, Nev, NM, Tex. INTRA: Ariz, Calif. TERMINALS: **Bakersfield, Calif; El Paso, Tex; Los Angeles, Calif; Oakland, Calif; Phoenix, Ariz; Reno, Nev; Sacramento, Calif; San Francisco, Calif; Tucson, Ariz; Yuma, Ariz.** TARIFFS: CFC ATA Explosives & Dangerous Articles AMTB CalCCC ISFCC PITB RMMTB SWMFTB.

Wilson Freight Forwarding Co., Inc. (RRCC) 3636 Follett Ave., Cincinnati, Ohio. INS: $3,000,000 pv. D. M. Gantz, exec vp. INTER: Conn, Ky, Md, Mass, NJ, NY, Ohio, Pa, Va, WVa. TERMINALS: **Baltimore, Md; Boston, Mass; Bridgeport, Conn; Chicago, Ill; Cincinnati, Ohio; Columbus, Ohio; Nashville, Tenn; New York, NY; Philadelphia, Pa; Richmond, Va.** TRAILER INTERCHANGE: All terminals listed. TARIFFS: NMFC CMF ATA Explosives & Dangerous Articles C&SMFTA CSMFB ECMCA MAC MWMFB MCTB NEMTB NFTB RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors about 350; Trailers about 725.

Wilson Truck Co. (RRCC IRCC) 176 La Fayette St., Nashville, Tenn. INS: $1,000,000 any one unit. E. G. Comer, pres. INTER: Ga, Ill, Ky, Mo, SC, Tenn. INTRA: Ga. TERMINALS: **Atlanta, Ga; Augusta, Ga; Charleston, SC; Chattanooga, Tenn; Chicago, Ill; Greenville, SC; Kansas City, Mo; Nashville, Tenn; Rome, Ga; St Louis, Mo.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC ATA Explosives & Dangerous Articles C&SMFTA ECMCA GIT MWMFB RMMTB SMCRC. HIGHWAY EQUIPMENT: Tractors about 315; Trailers about 333.

Yale Transport Corp. (RRCC) 460 12th Ave., New York, N. Y. INS: $500,000 pv. B. Eskow, pres. INTER: Conn, DC, Del, Md, Mass, NJ, NY, Pa, RI. INTRA: NY. TERMINALS: **Baltimore, Md; Boston, Mass; Hartford, Conn; New Haven, Conn; New York, NY; Philadelphia, Pa; Providence, RI; Secaucus, NJ; Webster, Mass.** TRAILER INTERCHANGE: At all terminals listed. TARIFFS: NMFC CMF MAC NEMRB. HIGHWAY EQUIPMENT: Tractors about 150; Trailers about 350.

Yellow Transit Freight Lines, Inc. (RRCC GC SP) 92nd at State Line, Kansas City 14, Mo. Ph: Em 3-3344. INS: $5,000,000 pv or occurrence; $5,000,000 pt. D. D. Padgett, vp-eastern div; R. J. Leary, vp-Southwest Div. INTER: Ill, Ind, Kans, Ky, Mich, Mo, Ohio, Okla, Tex. INTRA: Ill, Kans, Mich, Mo. TERMINALS: **Chicago, Ill**—4960 W 39th St (Cicero 50, Ill); **Cleveland, Ohio**—12300 Triskett Rd; **Dallas, Tex**—6909 Harry Hines Blvd; **Detroit, Mich**—4300 Wyoming (Dearborn, Mich); **Houston, Tex**—5330 Gulf Freeway; **Kansas City, Mo**—3101 E Gardner; **Louisville, Ky**—900 W Madison; **Marshall, Mich**—PO Box 67; **St. Louis, Mo**—3675 Chouteau; **Upper Sandusky, Ohio**—PO Box 241. TRAILER INTERCHANGE: **Amarillo, Tex;** Chicago, Ill; Cleveland, Ohio; Dallas, Tex; Kansas City, Mo; Louisville, Ky; St. Louis, Mo. TARIFFS: NMFC ATA Explosives & Dangerous Articles; C&SMFB ECMCA MIMTB MWMFB NFTB RMMTB SMCRC SWMFB. HIGHWAY EQUIPMENT: Tractors 1007; Trailers 1221.

(For Part II, Please Turn to 80)

the man from CENTRAL

CENTRAL MOTOR LINES

EARNS YOUR TRUST

With Notarized Selling of a dependable, single-line service offering Important Coverage of the Carolinas

You can have confidence in the Man from Central . . . he's trained to deal in the facts you must have before you can make a proper transportation decision.

Because the facts prove Central a dependable motor carrier of *all-size* shipments, the Man from Central sells from *notarized*, up-to-date, performance control records.

Ask to see Central's internal records of performance. See how Central's superior service can enhance your Company's production and marketing picture.

Yes, you can have confidence in the Man from Central . . . he *earns your trust* by proved performance.

LINKING THE CAROLINAS WITH THE EAST AND WEST

CENTRAL MOTOR LINES, INC. General Offices: Charlotte 1, N. C.

ON TIME

95% of all Central Shipments

A Notarized Performance Fact

OPERATING DEPARTMENT
CENTRAL MOTOR LINES - CHARLOTTE

Cumulative On-Time Service Report - Period Ending April 30,1959

	East - 2nd day			West - 3rd day			South-Overnight			
	Del'd	On-Time	%	Del'd	On-Time	%	Del'd	On-Time	%	%
Asheville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	93
Augusta	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	96
Baltimore	[illegible]	[illegible]	[illegible]							94
Charleston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	93
Charlotte	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	97
Chicago				[illegible]	[illegible]	[illegible]				93
Cleveland				[illegible]	[illegible]	[illegible]				97
Columbia	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	98
Durham	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	96
Florence	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	94
Greensboro	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	99
Greenville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	97
Hickory	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	91
New York (Clifton)	[illegible]	[illegible]	[illegible]							93
Phila	[illegible]	[illegible]	[illegible]							96
Spartanburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	97
W-Salem	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	95
	27204	26025	96	39014	37090	95	14261	13587	95	

SYSTEM - Delivered 80,479
On-Time . . . . . 76,702 . . . . . 95%

State of North Carolina }
County of Mecklenburg } SS

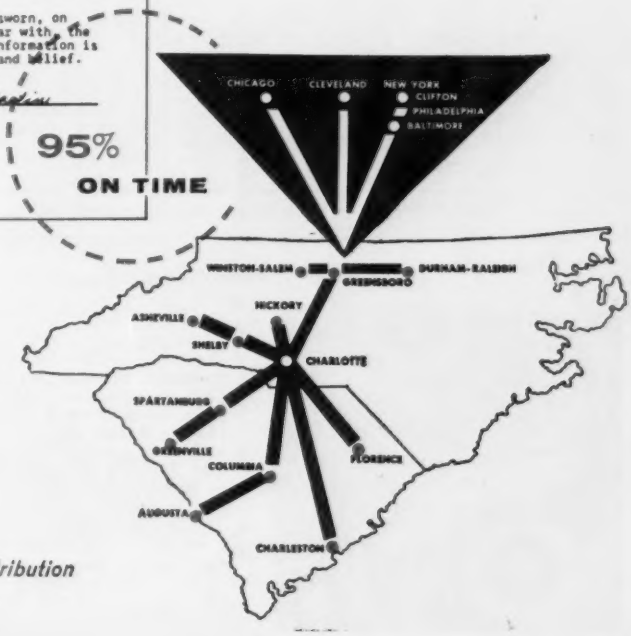
John W. Martin, Director of Operations, being first duly sworn, on oath states that he has personal knowledge of, and is familiar with, the information contained in the above statement and that such information is true and correct to the best of his knowledge, information, and belief.

John W. Martin

Subscribed and sworn to before me this [illegible] day of May, 1959.

Notary Public
My Commission Expires October 7, 1959

The Man from Central will show you a notarized Cumulative Service Report detailing on-time records at each of our terminals. *Here are accurate records that permit you to plan and schedule shipments on a proved delivery basis.* Small shipment or volume shipment . . . you can have confidence when you route Central . . . superior performance is a matter of record.



IMPORTANT
COVERAGE OF THE
CAROLINAS
TO AND FROM
THE EAST AND WEST

There is no substitute for single-line carrier distribution of all-size shipments from origin to destination.

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

As of June 30, 1960

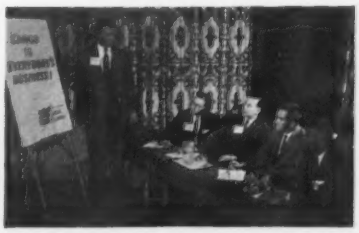
(Millions of Dollars) TABLE II

STATE	PROJECTS UNDER WAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	$78.7	$70.8	$24.8	$21.6	$103.5	$92.4	$28.4	$24.2	$5.4	$4.8	$33.8	$29.0
Alaska	-	-	-	-	-	-	-	-	-	-	-	-
Arizona	29.5	27.9	18.4	17.4	47.9	45.3	36.3	33.3	1.7	1.6	38.0	34.9
Arkansas	48.6	43.7	30.9	27.1	79.5	70.8	16.4	12.9	2.1	1.6	18.5	14.5
California	250.9	208.7	226.9	95.7	477.8	304.4	242.4	205.9	254.7	144.5	497.1	350.4
Colorado	19.7	17.8	3.4	3.1	23.1	20.9	55.9	47.9	13.8	12.0	69.7	59.9
Connecticut	41.3	36.7	35.7	31.5	77.0	68.2	27.4	22.7	4.1	3.6	31.5	26.3
Delaware	8.2	7.3	16.8	14.0	25.0	21.3	2.5	2.2	.9	.6	3.4	2.8
Florida	76.8	68.2	27.5	24.7	104.3	92.9	58.4	49.1	45.6	40.7	104.0	89.8
Georgia	71.2	62.9	43.6	35.5	114.8	98.4	24.8	19.8	12.5	11.0	37.3	30.8
Hawaii	-	-	-	-	-	-	-	-	-	-	-	-
Idaho	22.4	20.9	6.0	5.5	28.4	26.4	16.6	14.4	2.9	2.6	19.5	17.0
Illinois	220.3	192.4	93.1	81.8	313.4	274.2	131.6	103.5	21.7	18.8	153.3	122.3
Indiana	107.6	94.0	33.0	29.7	140.6	123.7	22.4	18.5	9.5	8.5	31.9	27.0
Iowa	49.4	44.7	9.0	8.1	58.4	52.8	76.1	66.1	18.1	15.6	94.2	81.7
Kansas	26.0	23.1	13.3	8.6	39.3	31.7	65.4	56.5	11.0	9.8	76.4	66.3
Kentucky	69.0	61.9	34.3	30.0	103.3	91.9	33.2	28.7	14.2	11.7	47.4	40.4
Louisiana	72.6	65.3	66.8	56.1	139.4	121.4	43.2	37.9	4.2	3.7	47.4	41.6
Maine	29.8	26.7	2.0	1.8	31.8	28.5	18.2	15.0	5.0	4.5	23.2	19.5
Maryland	40.8	36.3	19.8	17.4	60.6	53.7	45.3	38.9	2.3	2.0	47.6	40.9
Massachusetts	123.7	109.3	39.8	35.8	163.5	145.1	35.7	32.0	12.5	11.1	48.2	43.1
Michigan	118.1	106.1	98.9	89.0	217.0	195.1	134.9	112.4	10.0	8.2	144.9	120.6
Minnesota	68.0	61.8	118.7	63.9	186.7	125.7	20.1	16.6	4.8	4.2	24.9	20.8
Mississippi	62.0	55.3	16.3	13.9	78.3	69.2	26.3	22.5	3.0	2.2	29.3	24.7
Missouri	77.4	69.8	17.7	15.9	95.1	85.7	100.1	86.4	50.2	42.3	150.3	128.7
Montana	40.4	37.0	14.8	13.5	55.2	50.5	6.1	5.1	10.4	9.3	16.5	14.4
Nebraska	28.6	25.7	23.2	20.9	51.8	46.6	11.0	9.0	4.5	3.8	15.5	12.8
Nevada	4.5	4.3	30.0	28.5	34.5	32.8	15.2	14.1	1.5	1.3	16.7	15.4
New Hampshire	28.0	24.4	6.2	5.6	34.2	30.0	21.3	17.8	1.7	1.4	23.0	19.2
New Jersey	60.0	53.4	82.8	71.2	142.8	124.6	34.4	30.3	3.1	2.6	37.5	32.9
New Mexico	17.5	16.3	9.8	9.1	27.3	25.4	63.0	58.1	5.8	5.3	68.8	63.4
New York	264.0	225.7	142.4	126.2	406.4	351.9	200.8	153.1	15.2	13.5	216.0	166.6
North Carolina	48.0	43.2	4.4	4.0	52.4	47.2	60.2	50.4	18.4	16.1	78.6	66.5
North Dakota	19.1	17.3	3.4	3.1	22.5	20.4	40.6	36.2	2.6	2.2	43.2	38.4
Ohio	137.7	121.4	35.0	31.5	172.7	152.9	260.8	226.3	113.3	101.4	374.1	327.7
Oklahoma	28.6	25.7	14.9	13.4	43.5	39.1	72.3	61.3	7.5	6.7	79.8	68.0
Oregon	54.0	49.7	31.4	28.8	85.4	78.5	57.0	46.7	2.2	1.9	59.2	48.6
Pennsylvania	135.2	121.6	41.0	36.9	176.2	158.5	164.3	137.4	37.8	33.9	202.1	171.3
Rhode Island	5.3	4.7	19.5	17.3	24.8	22.0	20.3	17.1	3.2	2.8	23.5	19.9
South Carolina	70.8	63.1	3.7	3.3	74.5	66.4	19.6	16.2	10.2	8.9	29.8	25.1
South Dakota	31.8	28.9	6.0	5.4	37.8	34.3	13.3	10.4	2.3	2.1	15.6	12.5
Tennessee	102.7	92.4	69.6	59.6	172.3	152.0	20.5	18.1	7.5	6.4	28.0	24.5
Texas	147.7	132.8	77.3	69.6	225.0	202.4	214.4	184.8	15.2	13.6	229.6	198.4
Utah	27.5	25.5	20.1	19.1	47.6	44.6	16.2	14.4	14.3	13.2	30.5	27.6
Vermont	41.6	37.5	8.4	7.5	50.0	45.0	5.6	4.2	2.2	1.8	7.8	6.0
Virginia	112.9	100.9	42.9	38.6	155.8	139.5	16.2	12.5	13.8	11.9	30.0	24.4
Washington	40.0	36.3	19.4	17.5	59.4	53.8	65.0	52.1	27.8	24.9	92.8	77.0
West Virginia	61.5	54.6	17.8	15.1	79.3	69.7	3.1	2.6	6.0	5.2	9.1	7.8
Wisconsin	41.8	36.7	20.6	18.6	62.4	55.3	54.6	47.0	12.7	10.5	67.3	57.5
Wyoming	40.1	37.2	7.0	6.5	47.1	43.7	35.8	32.0	1.4	1.3	37.2	33.3
Dist. of Col.	31.6	27.7	12.3	11.0	43.9	38.7	2.5	2.2	2.6	2.3	5.1	4.5
Puerto Rico	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	3,332.9	2,955.8	1,760.6	1,409.9	5,093.5	4,365.5	2,755.7	2,326.8	853.4	669.9	3,609.1	2,996.7

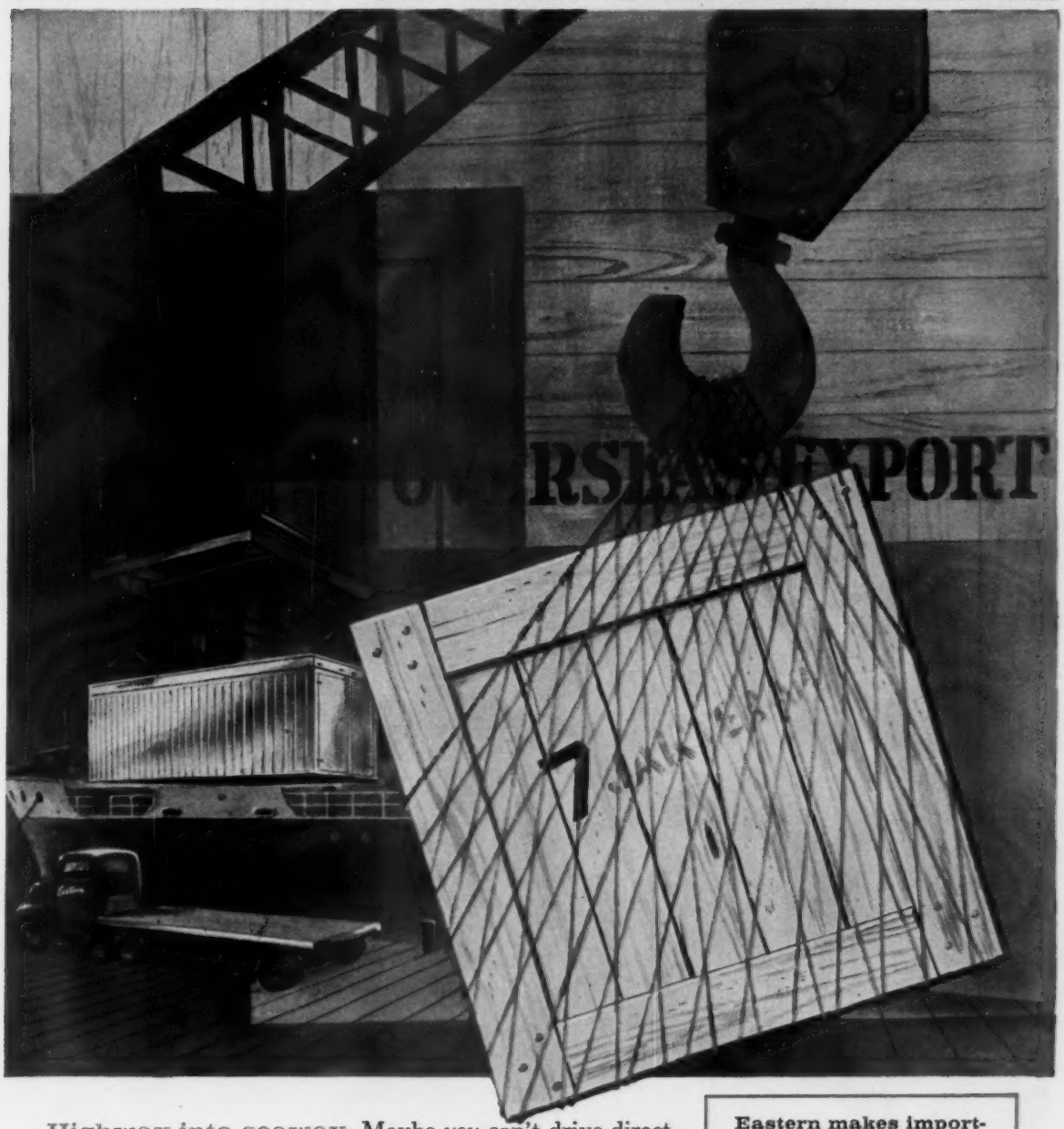
Infrared Highway Control

Trucks and other vehicles are moving smoothly through this busy Denver, Col., intersection. An infrared eye leers down from a utility pole. The sensing device detects and counts vehicles—even those traveling 80 mph. The Heiland Division of Minneapolis-Honeywell Regulator Co. designed the device so that the beam is reflected from the pavement back into a receiver lens. When vehicles break the beam, they are detected and counted

Air Sales Seminar



More than 160 salesmen of United Air Lines met recently to map cargo sales techniques. The air salesmen broke up into groups of 27 for the two-day meeting



Highway into seaway. Maybe *you* can't drive direct from Trenton, N. J., say, to Tokyo, Japan . . . but your shipment can, when you route it Eastern Express. Eastern's foreign trade service to all ports in all countries of the free world saves the shipper time, cargo handling and, often, special export packaging charges. Makes ocean or Gulf almost extensions of the American highway.

Eastern makes import-export transport easy

America-wide, pre-scheduled interline connections and co-operative arrangements with foreign carriers.

Varied export services include pier pick-up, transfer and delivery, TL (Sealed Thru-Trailer) and LTL—from inland or shoreside.

Expert shipping *go-how* counsel at all ports—to co-ordinate movement of cargo with shippers own port agent.

Eastern EXPRESS, INC.
"The motor carrier with more *go-how*"

GENERAL OFFICES: 1450 WABASH AVENUE, TERRE HAUTE, INDIANA • Connecting the Eastern Seaboard with the Industrial Midwest: Akron • Baltimore • Bethlehem • Boston • Bridgeport • Chicago • Cincinnati • Cleveland • Columbus • Dayton • Evansville • Ft. Wayne Harrisburg • Indianapolis • Metuchen • New York City • Philadelphia • Pittsburgh • Providence • St. Louis • Trenton • Zanesville

PACIFIC LIFT TRUCK CO.
YALE
YALE
PDQ
YALE

Just what do you get from Yale PDQ* Service?

Yale PDQ Service is a concept that starts with equipment designed to require the minimum of service. At the same time it recognizes, realistically, that prolonged useage of any equipment inevitably will call for service. When such service is required the Yale program provides PDQ service with factory approved facilities, teams of mechanics, comprehensive manuals and a system of dispatching spare parts quickly to any corner of the country.

Q. How does the Yale PDQ Service operate?

A. Through "teams" of technicians, assigned to various functions. Some "teams" operate at the Yale factories, handling manufacturing and engineering assignments. Others are the task forces that operate in the field and come in direct contact with you.

Q. How well are the field teams technically qualified to service my equipment?

A. The teams consist of carefully picked men—factory trained. They operate in the field under the careful surveillance of experienced regional and district supervisors operating out of modern, fully equipped facilities.

Q. Are Yale PDQ Service teams in reality nothing more than rescue squads to meet emergencies?

A. Far from it. One of their important functions is "operational maintenance" which means preventing costly downtime of equipment before it occurs. Also, the field service teams are the ears and eyes for Yale engineering and production. They report on the performance of Yale equipment in customers' plants.

Q. How do I get replacement parts quickly for Yale equipment under PDQ service?

A. Replacement parts are maintained at depots in the East, Midwest, and Far West. From these depots, replacement parts are distributed to the network of Yale branches and dealers who carry stocks for immediate delivery.

Q. Do Yale Branches and Franchised Dealers carry every possible replacement part a customer might need?

A. No. But they do carry stocks of parts based on the frequency of demand by customers in the area. Furthermore, they anticipate these demands and stock accordingly. Under a system of centralized electronic data processing the inventories of all replacement parts are kept under instantaneous control. The memory of the electronic computer indicates where parts are shipped, availability by location, rate of depletions from stock, etc.

Q. So what?

A. So, when you request a replacement part which is not in stock in your immediate area, it takes only a few minutes to locate its whereabouts throughout the country and arrange for quick shipment to you.

Q. Are replacement parts available for all Yale equipment regardless of age?

A. Yes. This is a particular feature of the Yale PDQ Service. Replacements are available for *all* equipment—new or old. Replacement parts for equipment designed for specific applications for which parts are not standard and for very old equipment naturally must be produced on special order.

Q. Where do I get Yale PDQ Service teams when I need them?

A. The Yale PDQ Service is available in all important industrial areas throughout the United States and Canada (see your Yellow Pages). In addition, all PDQ service centers maintain service shops on wheels manned by factory trained mechanics.

Q. Where can I get further information about Yale PDQ Service?

A. Write to your Yale representative or to the Yale & Towne Manufacturing Company, Materials Handling Division, Philadelphia 15, Pa., Dept. X-006.

***Performance — Dependability — Quality**

Yale Materials Handling Division, a division of the Yale & Towne Manufacturing Company. Manufacturing Plants: Philadelphia, Pa., Forrest City, Ark.

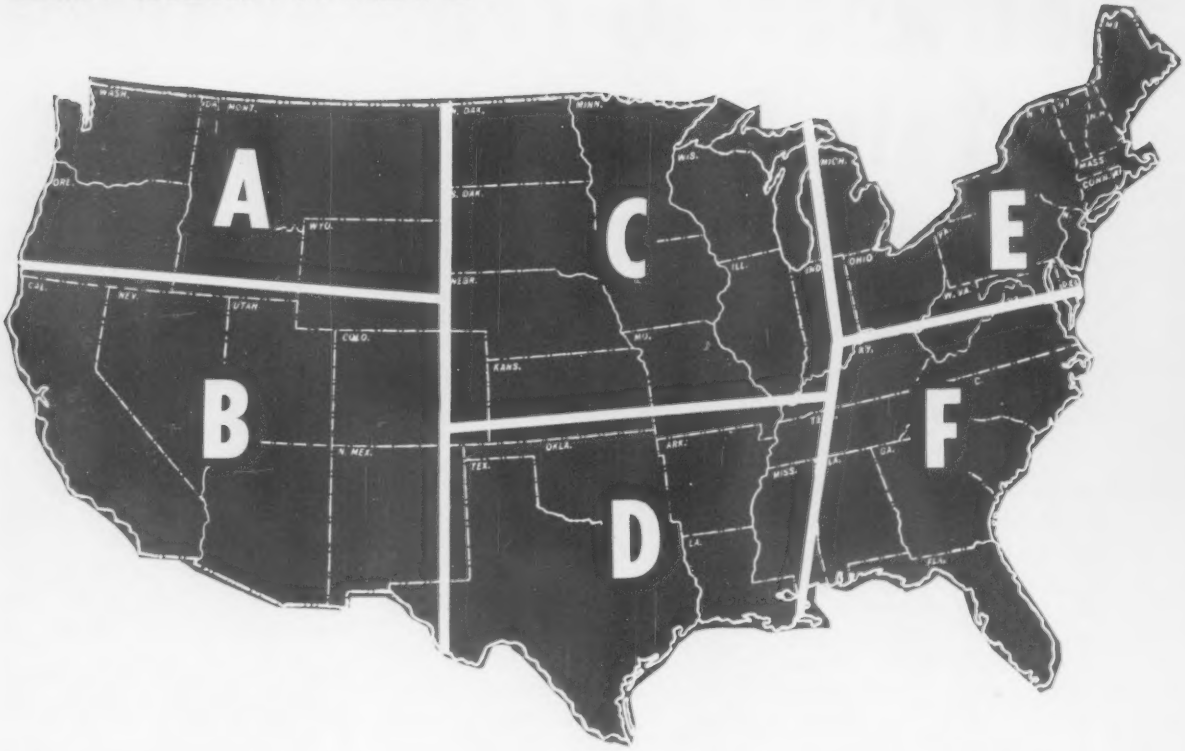
YALE®

INDUSTRIAL LIFT TRUCKS
TRACTOR SHOVELS · HOISTS

YALE & TOWNE

Circle No. 17 on Card, Facing Page 144, for more information

Quick Router... Part II



A

Buckingham Transportation, Inc.
Burlington Truck Lines, Inc.
Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Interstate Motor Lines, Inc.
Los Angeles-Seattle Motor Express
Pacific Intermountain Express Co.
Pacific Motor Trucking Co.

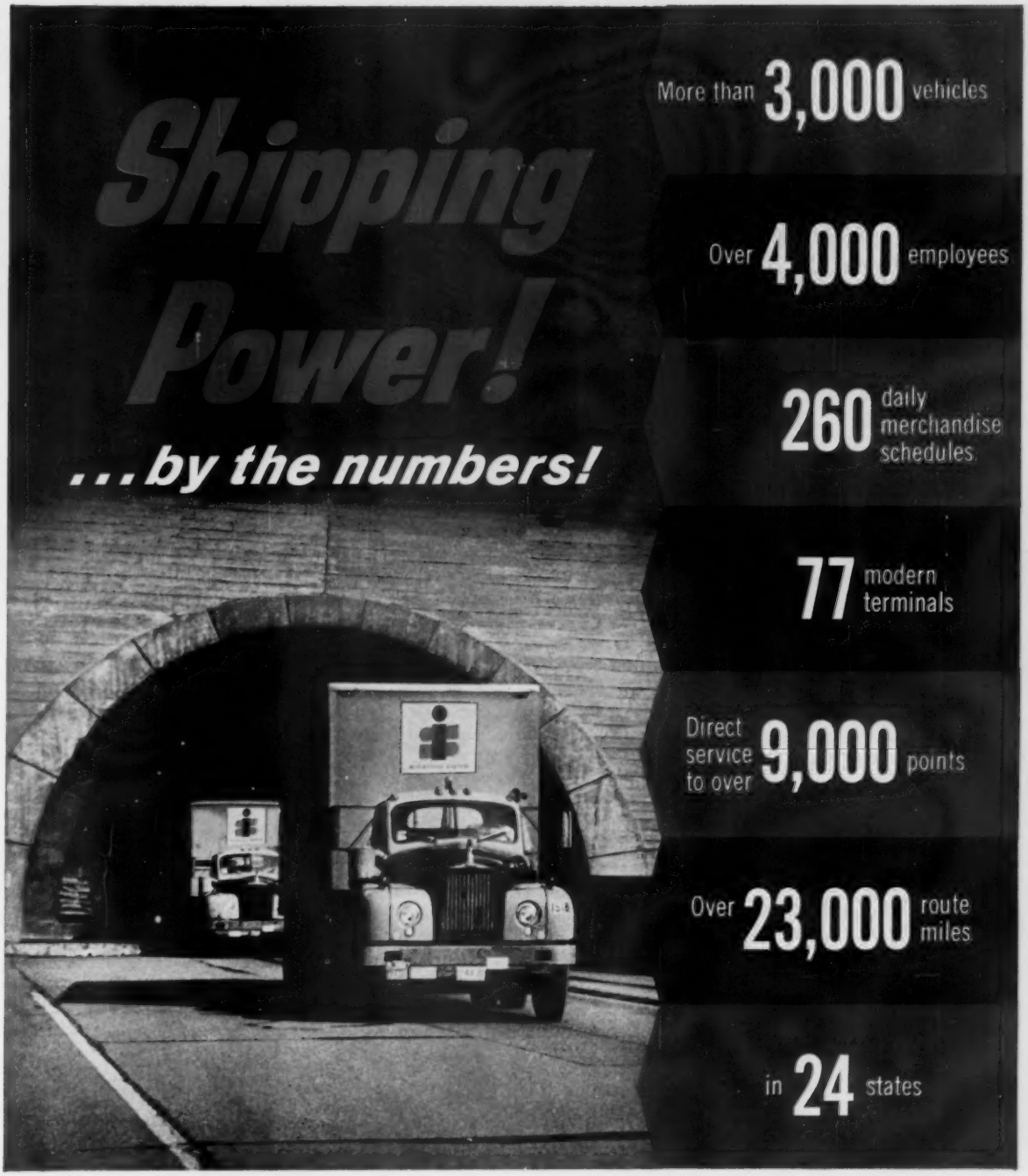
B

Buckingham Transportation, Inc. (Denver)
Burlington Truck Lines, Inc. (Denver)
Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Illinois-California Express, Inc.
Interstate Motor Freight System
Interstate Motor Lines, Inc.
Los Angeles-Seattle Motor Express,
Merchants Motor Freight, Inc. (Denver)
Navajo Freight Lines, Inc.
Pacific Intermountain Express Co.
Pacific Motor Trucking Co.
Ringsby Truck Lines, Inc.
Riss & Co., Inc. (Denver)
Santa Fe Trail Transportation Co.
Southern Calif. Freight Lines, Inc.
Southern Plaza Express, Inc. (El Paso)
T.I.M.E., Inc.
Transcon Lines, Inc.
Valley Express Co. & Valley Motor Lines
Watson Bros. Transportation Co., Inc.
Western Truck Lines, Ltd.

C

All States Freight, Inc. (Chicago)
Arkansas-Best Freight System, Inc.
Associated Truck Lines, Inc. (Chicago)
Buckingham Transportation, Inc.
Burlington Truck Lines, Inc.
Campbell Sixty-Six Express, Inc.
Central Motor Lines, Inc.
Chicago Express, Inc.
Chippewa Motor Freight, Inc.
Consolidated Freightways, Inc.
Cooper-Jarrett, Inc. (Chicago, Kansas City)
Daniels Motor Freight, Inc.
Denver-Chicago Trucking Co., Inc.
Dohrn Transfer Co.
Eazor Express Inc. (Chicago)
Eastern Express, Inc.
East Texas Motor Freight Lines
Emery Transportation Co.
Garrett Freightlines, Inc.
Gateway Transportation Co.
General Expressways, Inc.
Gordons Transport, Inc.
Hayes Freight Lines, Inc.
Hennis Freight Lines, Inc. (Chicago)
Hoover Motor Express Co., Inc. (St. Louis)
Huber & Huber Motor Express, Inc. (Chicago)
Illinois-California Express, Inc.
Interstate Motor Freight System
Interstate Motor Lines, Inc.
Jones Truck Lines, Inc.
Kramer Bros. Freight Lines, Inc. (Chicago)
McLean Trucking Co.
Merchants Motor Freight, Inc.
Motor Cargo, Inc.
Navajo Freight Lines, Inc.
Norwalk Truck Lines, Inc.
Olson Transportation Co.

(*Please Turn to Page* 82)



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Router . . .

(Continued from Page 80)

Pacific Intermountain Express Co.
Ringsby Truck Lines, Inc.
Riss & Co., Inc.
Roadway Express, Inc.
Rock Island Motor Transit Co.
Rogers Cartage Co.
Ruan Transport Corp.
Ryder Truck Lines, Inc.
Santa Fe Trail Transportation Co.
Southern Plaza Express, Inc.
Spector Freight System, Inc.
Stefke Freight Co.
Strickland Transportation Co., Inc. (Chicago, St. Louis)
Super Service Motor Freight Co.
T. I. M. E., Inc.
Terminal Transport Co., Inc.
Transamerican Freight Lines, Inc.
Viking Freight Co.
Watson Bros. Transportation Co.
Western Truck Lines, Ltd.
Wilson Freight Forwarding Co., Inc. (Chicago)
Wilson Truck Co., Inc.
Yellow Transit Freight Lines, Inc.

D

Arkansas-Best Freight System, Inc.
Bowman Transportation, Inc. (Memphis)
Campbell Sixty-Six Express, Inc.
Central Freight Lines, Inc.
Delta Motor Line, Inc.
East Texas Motor Freight Lines
Ellis Trucking Co., Inc. (Memphis)
Gordons Transport, Inc.
Groendyke Transport, Inc.
Herrin Transportation Co.
Hoover Motor Express Co., Inc. (Memphis)
Jones Truck Lines, Inc.
Lee Way Motor Freight, Inc.
Merchant's Fast Motor Lines, Inc.
Navajo Freight Lines, Inc.
Red Ball Motor Freight, Inc.
Riss & Co., Inc.
Roadway Express, Inc.
Ryder Truck Lines, Inc.
Santa Fe Trail Transportation Co.
Southern Plaza Express, Inc.
Strickland Transportation Co., Inc.
T.I.M.E., Inc.
Transamerican Freight Lines, Inc.
United Transports, Inc.
Viking Freight Co.
Western Truck Lines, Ltd.
Yellow Transit Freight Lines, Inc.

E

Adley Express Co.
Akers Motor Lines, Inc.
All States Freight, Inc.
Arkansas-Best Freight System, Inc.
Associated Transport, Inc.
Associated Truck Lines, Inc.
B & P Motor Express, Inc.
Branch Motor Express Co.
Carolina Freight Carriers Corp.
Central Motor Lines, Inc.
Chicago Express, Inc.
Cleveland, Columbus & Cincinnati Highway, Inc.
Commercial Motor Freight, Inc.
Consolidated Freightways, Inc. (Including Foster Freight Lines)
Continental Transportation Lines, Inc.
Cooper-Jarrett, Inc.
Daniels Motor Freight, Inc.
Denver-Chicago Trucking Co., Inc.
Dixie Ohio Express Co.
Dohrn Transfer Co.
Eazor Express, Inc.
Eastern Express, Inc.
Ellis Trucking Co., Inc.
Garrett Freightlines, Inc.
Gateway Transportation Co.
Hall's Motor Transit Co.
Helm's Express, Inc.
Hemingway Bros. Interstate Trucking Co.
Hennis Freight Lines, Inc.
Hoover Motor Express Co., Inc.
Huber & Huber Motor Express, Inc. (Indianapolis)
Interstate Motor Freight System
Johnson Motor Lines, Inc.
Kramer Bros. Freight Lines, Inc.
M & M Transportation Co.
Mason & Dixon Lines, Inc.
McLean Trucking Co. (Including Hayes Div.)
Merchants Motor Freight, Inc.
Middle Atlantic Transportation Co.
Motor Cargo, Inc.
Motor Freight Express
Navajo Freight Lines, Inc. (Ft. Wayne)
Norwalk Truck Lines, Inc.
Pilot Freight Carriers, Inc.
R-C Motor Lines, Inc.
Red Star Express Lines of Auburn
Red Star Transit Co., Inc.
Riss & Co., Inc.
Roadway Express, Inc.
St. Johnsbury Trucking Co., Inc.
Smith's Transfer Corp. of Staunton, Va.
Spector Freight System, Inc.
Stefke Freight Co.
Strickland Transportation Co., Inc.
Super Service Motor Freight Co., Inc.
T.I.M.E., Inc.
Terminal Transport Co., Inc. (Indianapolis)
Transamerican Freight Lines, Inc.
United States Trucking Corp.
Viking Freight Co. (Indianapolis)
Wilson Freight Forwarding Co.
Yale Transport Corp.
Yellow Transit Freight Lines, Inc.

F

Adley Express Co. (Norfolk)
Akers Motor Lines, Inc.
Associated Transport, Inc.
Bowman Transportation, Inc.
Campbell Sixty-Six Express, Inc. (Birmingham, Mobile)
Carolina Freight Carriers Corp.
Central Motor Lines, Inc.
Central Truck Lines, Inc.
Jack Cole Co.
Delta Motor Line, Inc.
Denver-Chicago Trucking Co., Inc. (Nashville)
Dixie Ohio Express Co.
Dohrn Transfer Co. (Louisville)
Gordons Transport, Inc. (Mobile)
Hennis Freight Lines, Inc.
Hoover Motor Express Co., Inc.
Huber & Huber Motor Express, Inc.
Interstate Motor Freight System (Louisville)
Johnson Motor Lines, Inc.
McLean Trucking Co.
Mason & Dixon Lines, Inc.
Motor Freight Express (Richmond)
Overnite Transportation Co.
Pilot Freight Carriers, Inc.
R-C Motor Lines, Inc.
Riss & Co., Inc. (Louisville)
Roadway Express, Inc.
Ryder Truck Lines, Inc.
Smith's Transfer Corp. of Staunton, Va.
Super Service Motor Freight Co., Inc.
T.I.M.E., Inc.
Terminal Transport Co., Inc.
Transamerican Freight Lines, Inc. (Louisville)
Viking Freight Co. (Nashville, New Orleans)
Wilson Freight Forwarding Co.
Wilson Truck Co., Inc.

Chicago Express Inc., Third and Adams Streets, Kearny, New Jersey

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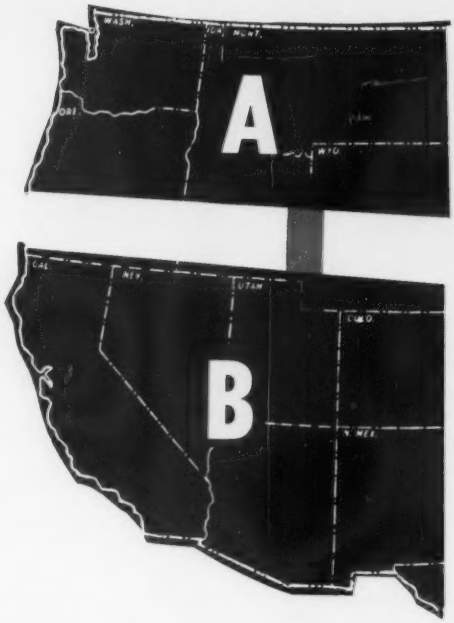
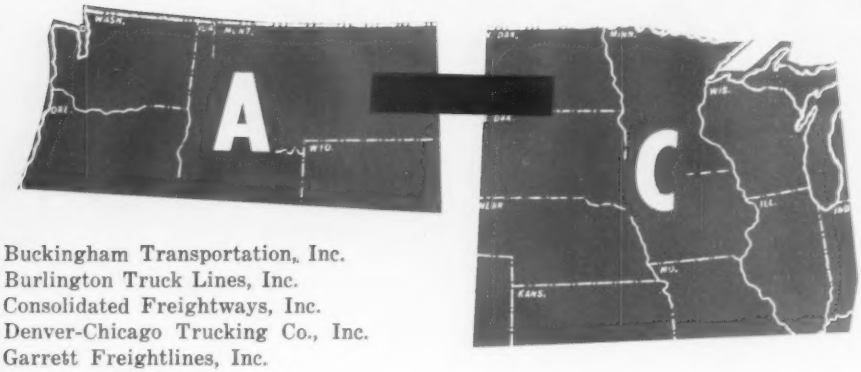
(West): Chicago · Cincinnati · Cleveland · Elkhart · Fort Wayne · Indianapolis · Kansas City · St. Louis · St. Paul · Tole

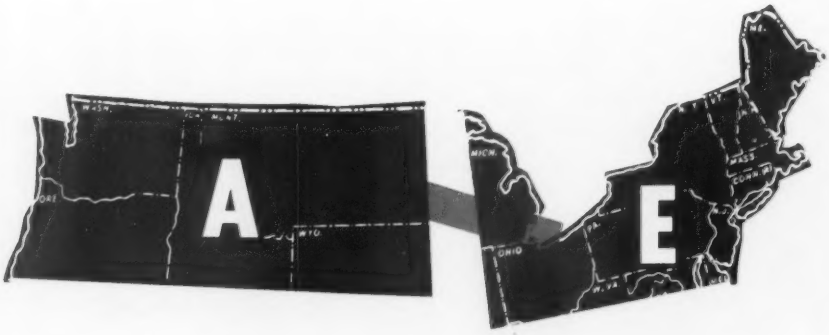
Quick Router...Part III



Buckingham Transportation, Inc. (B Denver)
Burlington Truck Lines, Inc. (B Denver)
Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Interstate Motor Lines, Inc.
Los Angeles-Seattle Motor Express, Inc.
Pacific Intermountain Express Co.
Pacific Motor Trucking Co.

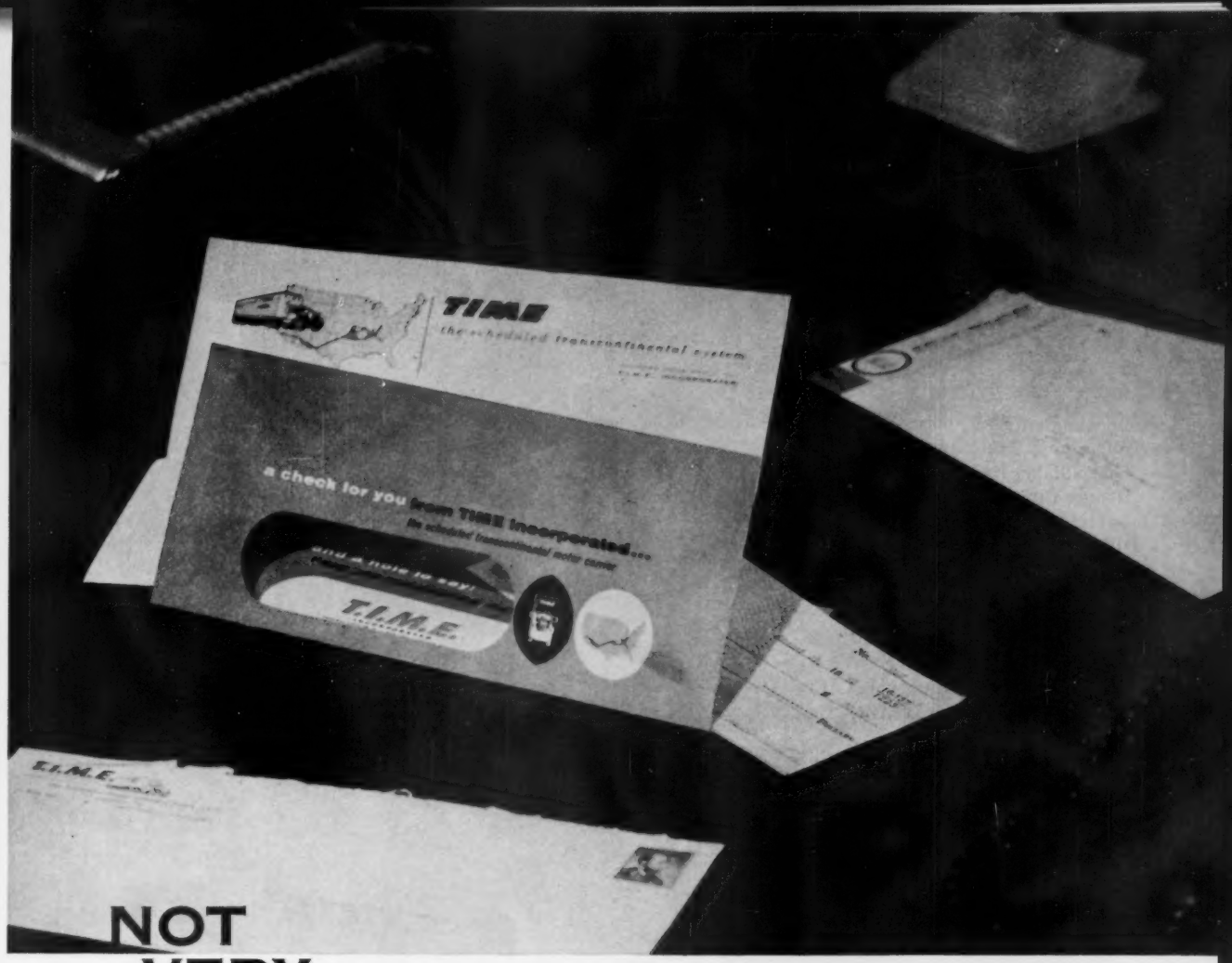


Buckingham Transportation, Inc.
Burlington Truck Lines, Inc.
Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Interstate Motor Lines, Inc.
Pacific Intermountain Express Co.



Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.

(*Please Turn to Page* 86)



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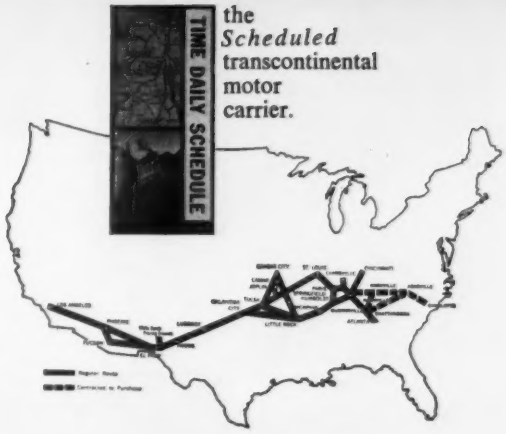

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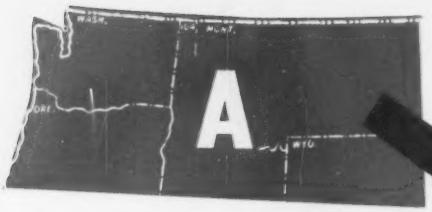
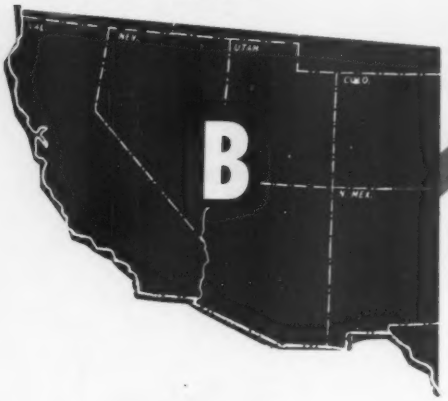
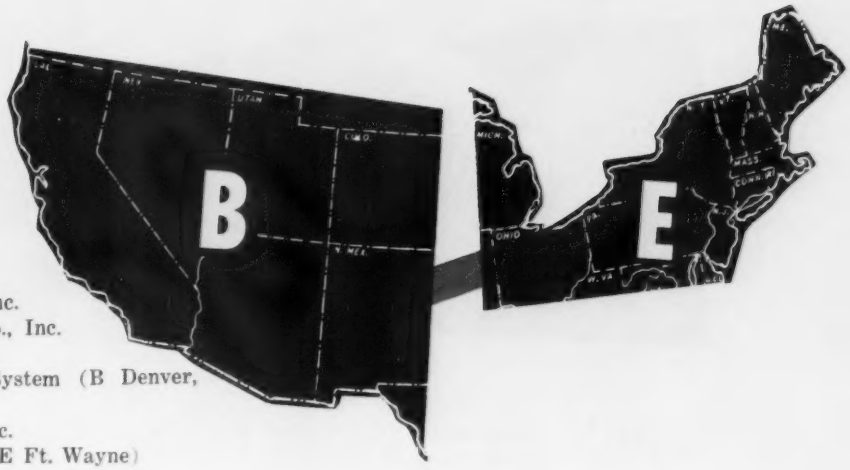


Denver-Chicago Trucking Co., Inc. (F Nashville)

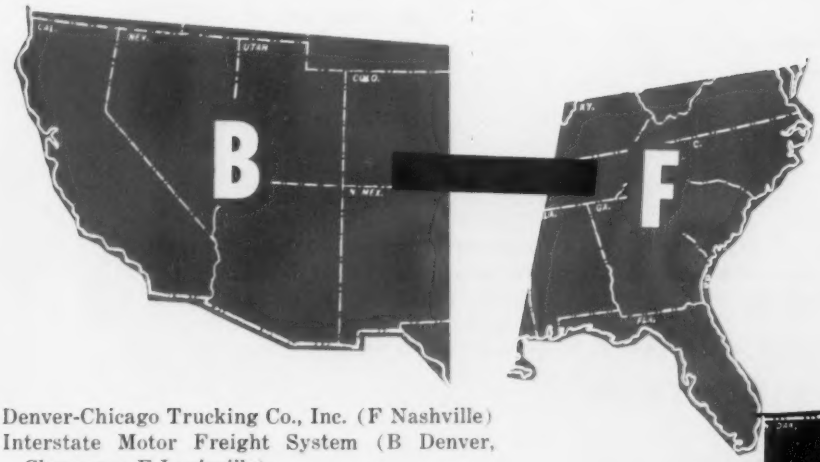
Buckingham Transportation, Inc. (B Denver)
Burlington Truck Lines, Inc. (B Denver)
Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Illinois-California Express, Inc.
Interstate Motor Freight System (B Denver, Cheyenne)
Interstate Motor Lines, Inc.
Merchants Motor Freight, Inc. (B Denver)
Navajo Freight Lines, Inc.
Pacific Intermountain Express Co.
Ringsby Truck Lines, Inc.
Riss & Co., Inc. (B Denver)
Santa Fe Trail Transportation Co.
Southern Plaza Express, Inc. (B El Paso)
T.I.M.E., Inc.
Watson Bros. Transportation Co., Inc.
Western Truck Lines, Ltd.



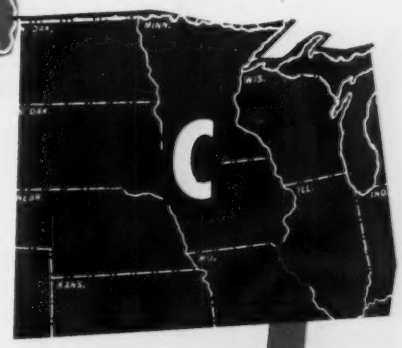
Navajo Freight Lines, Inc.
Riss & Co., Inc. (B Denver)
Santa Fe Trail Transportation Co.
Southern Plaza Express, Inc. (B El Paso)
T.I.M.E., Inc.
Western Truck Lines, Ltd.



Consolidated Freightways, Inc.
Denver-Chicago Trucking Co., Inc.
Garrett Freightlines, Inc.
Interstate Motor Freight System (B Denver, Cheyenne)
Merchants Motor Freight, Inc.
Navajo Freight Lines, Inc. (E Ft. Wayne)
Riss & Co., Inc. (B Denver)
T.I.M.E., Inc.

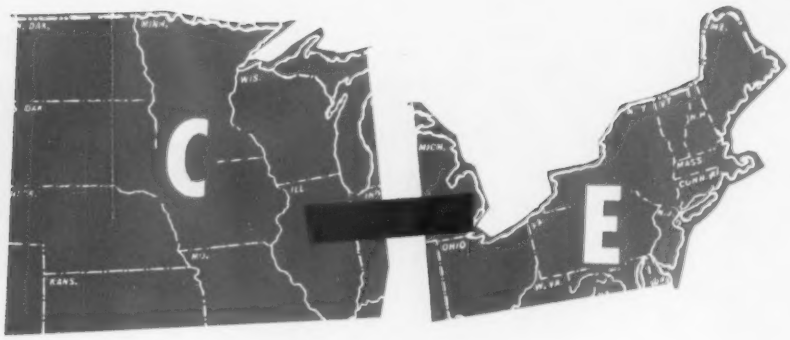


Denver-Chicago Trucking Co., Inc. (F Nashville)
Interstate Motor Freight System (B Denver, Cheyenne; F Louisville)
Riss & Co., Inc. (B Denver, F Louisville)
T.I.M.E., Inc.



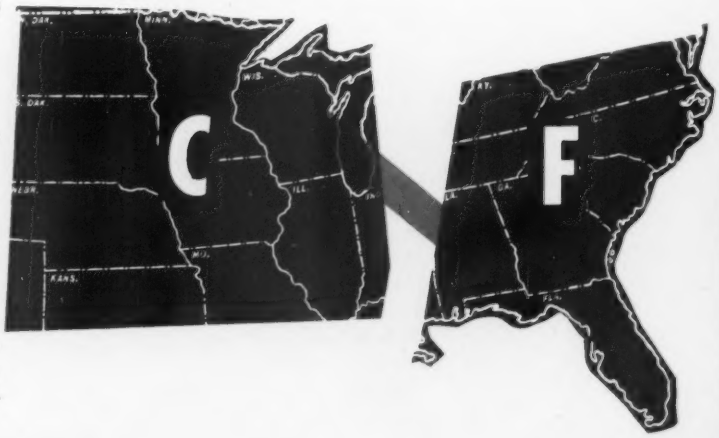
Arkansas-Best Freight System, Inc.
Campbell Sixty-Six Express, Inc.
East Texas Motor Freight Lines
Gordons Transport, Inc.
Hoover Motor Express Co., Inc. (C St. Louis, D Memphis)
Jones Truck Lines, Inc.
Navajo Freight Lines, Inc.
Riss & Co., Inc.
Roadway Express, Inc.
Ryder Truck Lines, Inc.
Santa Fe Trail Transportation Co.
Southern Plaza Express, Inc.
Strickland Transportation Co., Inc. (C Chicago, St. Louis)
T.I.M.E., Inc.
Transamerican Freight Lines, Inc.
Viking Freight Co.
Western Truck Lines, Ltd.
Yellow Transit Freight Lines, Inc.

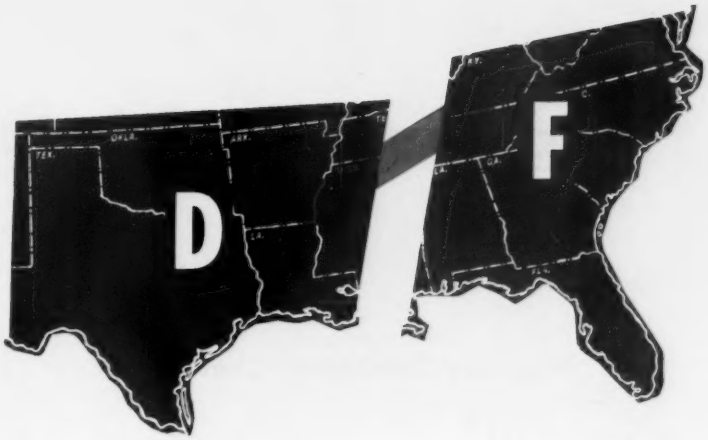
(*Please Turn to Page* 88)



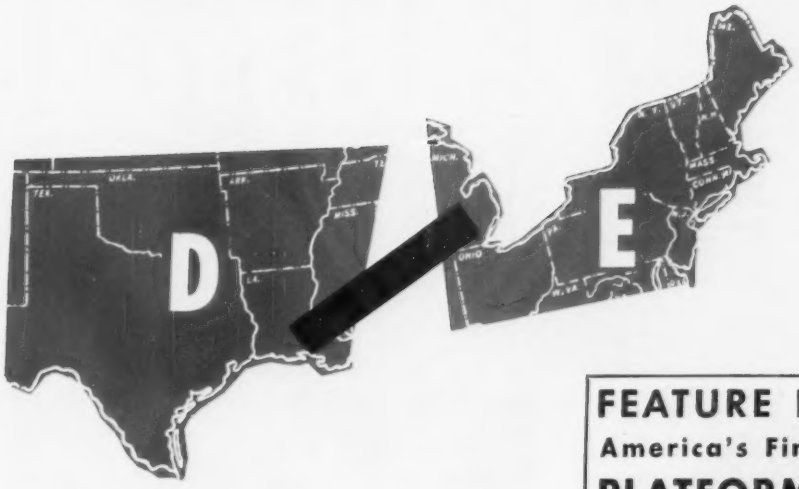
All States Freight, Inc. (C Chicago)
Arkansas-Best Freight System, Inc.
Associated Truck Lines, Inc. (C Chicago)
Central Motor Lines, Inc.
Chicago Express, Inc.
Consolidated Freightways, Inc. (Including Foster Freight Lines)
Cooper-Jarrett, Inc. (C Chicago, Kansas City)
Daniels Motor Freight, Inc.
Denver-Chicago Trucking Co., Inc.
Dohrn Transfer Co.
Eazor Express, Inc. (C Chicago)
Eastern Express, Inc.
Garrett Freightlines, Inc.
Gateway Transportation Co.
Hennis Freight Lines, Inc. (C Chicago)
Hoover Motor Express Co., Inc. (C St. Louis)
Huber & Huber Motor Express, Inc. (C Chicago, E Indianapolis)
Interstate Motor Freight System
Kramer Bros. Freight Lines, Inc. (C Chicago)
McLean Trucking Co., Hayes Div.
Merchants Motor Freight, Inc.
Motor Cargo, Inc.
Navajo Freight Lines, Inc. (E Ft. Wayne)
Norwalk Truck Lines, Inc.
Norwalk Truck Lines, Inc., of Del. (C Chicago)
Riss & Co., Inc.
Roadway Express, Inc.
Spector Freight System, Inc.
Stefke Freight Co.
Strickland Transportation Co., Inc. (C Chicago, St. Louis)
Super Service Motor Freight Co., Inc.
T.I.M.E., Inc.
Terminal Transport Co., Inc. (E Indianapolis)
Transamerican Freight Lines, Inc.
Viking Freight Co. (E Indianapolis)
Wilson Freight Forwarding Co., Inc. (C Chicago)
Yellow Transit Freight Lines, Inc.

Campbell Sixty-Six Express, Inc. (F Birmingham, Mobile)
Central Motor Lines, Inc.
Denver-Chicago Trucking Co., Inc. (F Nashville)
Dohrn Transfer Co. (F Louisville)
Gordons Transport, Inc. (F Mobile)
Hennis Freight Lines, Inc. (C Chicago)
Hoover Motor Express Co., Inc. (C St. Louis)
Huber & Huber Motor Express, Inc. (C Chicago)
Interstate Motor Freight System
Riss & Co., Inc. (F Louisville)
Roadway Express, Inc.
Ryder Truck Lines, Inc.
Super Service Motor Freight Co., Inc.
T.I.M.E., Inc.
Terminal Transport Co., Inc.
Transamerican Freight Lines, Inc. (F Louisville)
Viking Freight Co. (F Nashville, New Orleans)
Wilson Freight Forwarding Co., Inc. (C Chicago)
Wilson Truck Co., Inc.





Bowman Transportation, Inc. (D Memphis)
Campbell Sixty-Six Express, Inc. (F Birmingham, Mobile)
Delta Motor Line, Inc.
Gordons Transport, Inc. (F Mobile)
Hoover Motor Express Co., Inc. (D Memphis)
Riss & Co., Inc. (F Louisville)
Roadway Express, Inc.
Ryder Truck Lines, Inc.
T.I.M.E., Inc.
Transamerican Freight Lines, Inc.
Viking Freight Co. (F Nashville, New Orleans)



Arkansas-Best Freight System, Inc.
Ellis Trucking Co., Inc. (D Memphis)
Hoover Motor Express Co., Inc., (D Memphis)
Navajo Freight Lines, Inc. (E Ft. Wayne)
Riss & Co., Inc.
Roadway Express, Inc.
Strickland Transportation Co., Inc.
T.I.M.E., Inc.
Transamerican Freight Lines, Inc.
Viking Freight Co. (E Indianapolis)
Yellow Transit Freight Lines, Inc.

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Highway Container

Adley Express Co. (F Norfolk)
Akers Motor Lines, Inc.
Associated Transport, Inc.
Carolina Freight Carriers Corp.
Central Motor Lines, Inc.
Denver-Chicago Trucking Co., Inc. (F Nashville)
Dixie Ohio Express Co.
Dohrn Transfer Co. (F Louisville)
Hennis Freight Lines, Inc.
Hoover Motor Express Co., Inc.
Huber & Huber Motor Express, Inc. (E Indianapolis)
Interstate Motor Freight System (F Louisville)
Johnson Motor Lines, Inc.
Mason & Dixon Lines, Inc.
McLean Trucking Co.
Motor Freight Express (F Richmond)
Pilot Freight Carriers, Inc.
R-C Motor Lines, Inc.
Riss & Co., Inc. (F Louisville)
Roadway Express, Inc.
Smith's Transfer Corp. of Staunton, Va.
Super Service Motor Freight Co.
T.I.M.E., Inc.
Terminal Transport Co., Inc. (E Indianapolis)
Transamerican Freight Lines, Inc. (F Louisville)
Viking Freight Co. (F Nashville, New Orleans)
Wilson Freight Forwarding Co., Inc.

Highway Container Chart

	Transport van bodies which can be transferred to other vehicles	Experimental service only	Contract basis only	Provide containers for use of shippers	Provide service only when shipper owns containers	CONTAINER PLACED BY: Shipper	CONTAINER PLACED BY: Carrier	Through service	Interchange trailers	Interchange containers
Adley Express Co.	N	—	—	—	—	—	—	—	—	—
Akers Motor Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Arkansas-Best Freight	N	—	—	—	—	—	—	—	—	—
Associated Truck Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Bowman Transportation, Inc.	N	—	—	—	—	—	—	—	—	—
Brown Express	N	—	—	—	—	—	—	—	—	—
Buckingham Freight Lines	N	—	—	—	—	—	—	—	—	—
Campbell "66"	N	—	—	—	—	—	—	—	—	—
Central Truck Lines, Inc.	Y	Y	N	N	Y	Y	N	N	N	N
Chicago Express, Inc.	Y	Y	N	N	Y	—	—	—	—	—
Jack Cole Co.	Y	Y	[1]	N	Y	Y	N	Y	Y	Y
Commercial Motor Freight, Inc.	N	—	—	—	—	—	—	—	—	—
Consolidated Freightways, Inc.	N	—	—	—	—	—	—	—	—	—
Continental Transportation Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Daniels Motor Freight, Inc.	N	—	—	—	—	—	—	—	—	—
Denver-Chicago Trucking Co., Inc.	N	—	—	—	—	—	—	—	—	—
Dixie-Ohio Express Co.	N	—	—	—	—	—	—	—	—	—
Eastern Express, Inc.	Y	—	—	N	Y	Y	—	N	Y	Y
Eazor Express, Inc.	N	—	—	—	—	—	—	—	—	—
Gateway Transportation Co.	N	—	—	—	—	—	—	—	—	—
Helm's Expressway, Inc.	N	—	—	—	—	—	—	—	—	—
Illinois-California Express, Inc.	N	—	—	—	—	—	—	—	—	—
Interstate Motor Freight System	Y	N	N	[2]	[2]	N	Y	N	Y	N
Interstate Motor Lines, Inc.	Y	Y	N	N	Y	Y	N	Y	Y	Y
Jones Truck Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Kramer Bros. Freight Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Mason & Dixon Lines, Inc.	Y	N	N	Y	—	N	Y	N	N	N
Merchant's Fast Motor Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Motor Freight Express	N	—	—	—	—	—	—	—	—	—
Navajo Freight Lines, Inc.	Y	Y	—	Y	N	N	Y	Y	N	Y
Overnight Transportation Co.	N	—	—	—	—	—	—	—	—	—
Pacific Motor Trucking Co.	N	—	—	—	—	—	—	—	—	—
R.-C. Motor Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Ringsby Truck Lines, Inc.	N	—	—	—	—	—	—	—	—	—
Roadway Express, Inc.	N	—	—	—	—	—	—	—	—	—
Rock Island Motor Transit Co.	N	—	—	—	—	—	—	—	—	—
Ryder Truck Lines, Inc.	N	—	—	—	—	—	—	—	—	—
St. Johnsbury Trucking Co., Inc.	N	—	—	—	—	—	—	—	—	—
Santa Fe Trail Transportation Co.	N	—	—	—	—	—	—	—	—	—
Southern Plaza Express, Inc.	N	—	—	—	—	—	—	—	—	—
Strickland Transportation Co., Inc.	Y	N	N	N	Y	N	Y	Y	Y	Y
T. I. M. E., Inc.	N	—	—	—	—	—	—	—	—	—
Terminal Transport Co., Inc.	N	—	—	—	—	—	—	—	—	—
Yellow Transit Freight Lines, Inc.	N	—	—	—	—	—	—	—	—	—

Footnotes

[1] With common carrier.
[2] Not applicable.

Guide

IT IS NOT a simple question to ask whether a highway common carrier is actively participating in containerization. Many are, to be sure, but to different degrees as DA discovered when it surveyed the country's leading motor carriers.

Three points crop up in any investigation of motor carriers in containerization: U. S. motor carriers are either in it, about to get in it through experimentation, or not interested—now. The facts behind each position are interesting.

Containerized carriers operating over-the-highway use fork lifts and cranes to handle such shipments. Only a few provide through service with other carriers. Returns from the question of who is responsible for placing the container on the trailer showed that in some instances it is a shipper responsibility and in others it is handled by the motor carrier.

The motor carriers were asked whether they interchange trailers carrying containers with other motor common carriers and whether they interchange containers, without trailers, with any other motor common carriers.

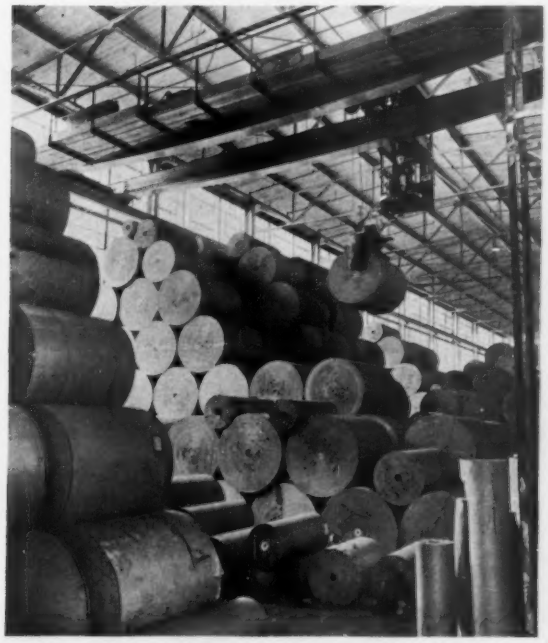
DA asked the carriers who do not now offer container handling as part of their facilities when they plan to begin such a service. The replies range all over the course. Here are a few: 1961, when there is a need, unknown, understudy, by end of 1960, as logical to our operation, in near future.

Because motor common carriers are so strongly a part of the rail-highway containerization picture, it will be of interest to compare the following highway containerization chart with the one prepared from the rail containerization survey.

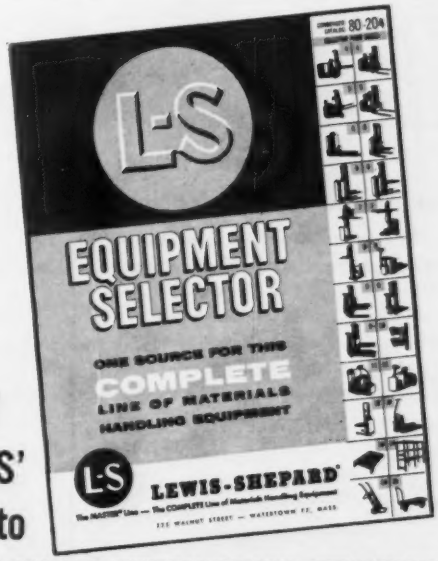
DA wanted specific answers to the question of what containers the carriers are equipped to handle. Some representative replies include Warehouseman, Freightmaster, Econovan, Conex, Dorsey, Bunyan Box, Flexi-Van, Adapto, Fruehauf, and Trailmobile.

The results follow. ●

Paper Roll Headache Cured



When International Paper Co. wanted to speed-up a first step in the corrugating, processing, and fabrication of corrugated shipping containers it couldn't. The materials handling equipment was available. But the proper anchorage was not. Robert Abel and Co. designed this high-speed crane with such weight savers as diodes in place of a motor generator set and a dynamic lowering brake instead of a mechanical load brake. It was all necessary because steel in the 30-year-old building was weak



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This handy reference describes Lewis-Shepard's *complete* line of "manually-operated," "intermediate" and "all-electric" equipment. Here is everything you need for a fully-integrated materials handling system. Write today for your free copy of L-S Condensed Catalog 80-204.

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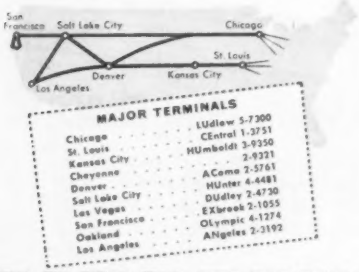
...and direct line phone communication

Ringsby's exclusive central-control board—and high-speed voice communications system—assure fast, accurate tracking of all shipments 'round the clock. Line-haul equipment is identified by individual magnetized status tags which show instantly shipment information and exact location anywhere in the Ringsby Rocket System.



RINGSBY
TRUCK LINES, INC.
GENERAL OFFICES DENVER, COLO.

. . . Container Guide

Central Truck Lines, Inc.

Provides service as an experimental operation. Transports shipper containers which can be carried on standard flatbed trailers. Special equipment for Erie-St. Laurence type containers. Shipper is responsible for placing container on trailer—can be loaded by fork-lift truck. No interchange.

Chicago Express, Inc.

Provides container service as an experimental operation.

Jack Cole Co.

Provides service as an experimental operation. Transports shipper containers which can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer—can be loaded by fork-lift truck. Will interchange trailers carrying containers and containers without trailers with other motor common carriers.

Eastern Express, Inc.

Provides container service. Transports shipper containers which can be carried on standard flatbed trailers. Shipper is responsible for placing container on trailer—can be loaded by fork-lift truck, tractor (i.e. Flexi-Van), or straddle carrier. Will interchange containers without trailers with Interstate Motor Lines, Inc.

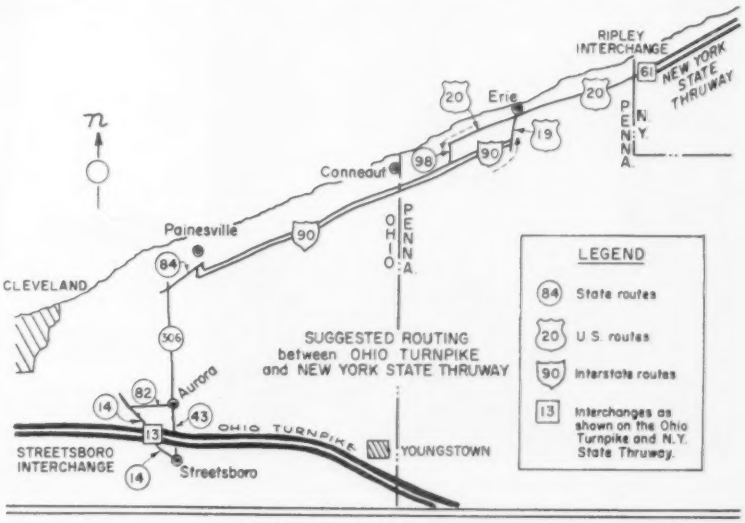
Interstate Motor Lines, Inc.

Provides service as an experimental operation. Transports shipper containers which can be carried on standard flatbed trailers. Equipped to transport Conex containers. Shipper is responsible for placing container on trailer—can be loaded by crane. Provides through service with American President Lines. Will interchange trailers carrying containers and containers without trailers with Eastern Express, Inc.

Interstate System

Provides container service. Interstate System is responsible for placing container on trailer. Will interchange trailers carrying containers with other motor common carriers.

New Turnpike Additions



SUGGESTED ROUTES

Suggested routing between the Ohio Turnpike and the New York State Thruway have been revised. Map shows the new routing which involves use of Ohio Turnpike Interchange 13 (Streetsboro) instead of previously suggested Warren, Interchange 14. Interstate Route 90 between U. S. Route 19 and Pa. Route 98 will not be open to westbound traffic before the fall

Mason & Dixon Lines

Provides container service. Will provide containers for shippers' use. Equipped to transport Brown pickup beds with pull down legs 18x8x8 ft. Mason & Dixon is responsible for placing container on trailer. No interchange.

Navajo Freight Lines

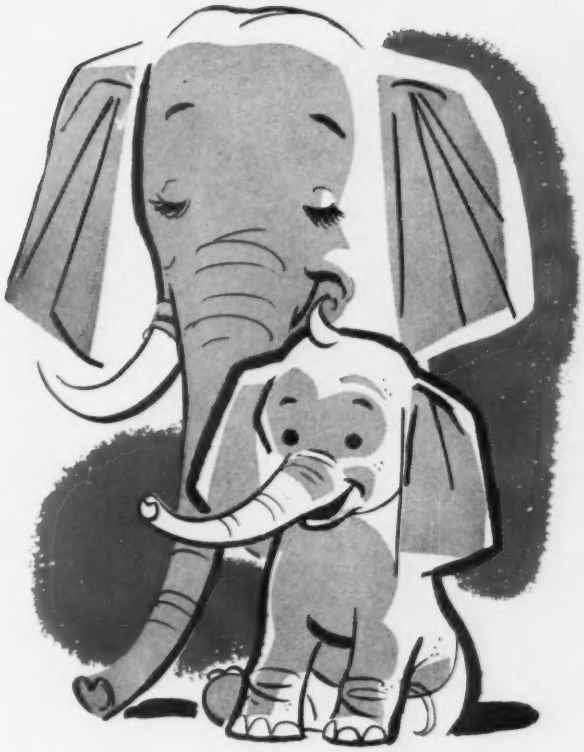
Provides service as an experimental operation. Will provide containers for the use of shippers. Equipped to handle Navatainer container. Navajo is responsible for placing container on trailer. Provides through service with Continental Air Lines and American President Lines. No trailer interchange. Will interchange containers (without trailers) with motor common carriers.

Strickland System

Provides container service. Transports shipper containers which can be carried on standard flatbed trailers. Strickland is responsible for placing container on trailer—can be loaded by crane, fork-lift truck, tractor (i.e. Flexi-Van) or straddle carrier. Provides through service with other carriers. Will interchange trailers and containers (without trailers) with many other motor common carriers.

Keeps Runways Clear

This is just one tire of the 50-ton crane developed for the Air Force to remove disabled aircraft from runways. Doing things the hard way, inflation via hand pump, would take 15,000 strokes. And after 17 hours of pumping, the Firestone tire would have only 50 lb of pressure



LITTLE PACKAGE

BIG SERVICE

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Coordinated communications assure constant control of cargo. Experienced, efficient handling assures safe, speedy delivery.

★

When it's LTL... it's NTL

43 TERMINALS SERVING 3,000 POINTS DAILY

★

NORWALK TRUCK LINES, Inc., Norwalk, Ohio

NORWALK TRUCK LINES, Inc., of Delaware

Operating and Sales, Lancaster, Pa.

Basic Data for Planning Warehouse Operations

Effect of Floor Load Limits on Stacking Height

(Number of cases high[1])

Floor Load Limits (lb. per sq ft)	Bays Solidly Loaded	Bays With Aisles Accounting For 30 Per Cent	40 Per Cent	50 Per Cent
300[2]	9.3	12.1	13.0	14.0
250[2]	7.8	10.1	10.9	11.6
200	6.2	8.1	8.7	9.3
150	4.7	6.1	6.5	7.0
100	3.1	4.0	4.3	4.7
75	2.3	2.9	3.2	3.5
50	1.6	2.0	2.2	2.3

[1] For the purpose of this table, No. 2 goods are assumed to weigh 40 lb. per case, including a share of the weight of the pallet. Since the 40 x 32 in. standard pallet occupies, with appropriate clearance, a space 42 x 36 in. or 1512 sq in., and since a 9-8 "tie" is the common loading pattern, each column of cases may be said to occupy 1512/8.5 or 178 sq in., or 1.24 sq ft.

Thus 40/1.24 = 32.2 lb per sq ft. With stacks 10 cases high the load per foot equals 322 lb. The other figures were derived in similar fashion.

[2] Limits set as high as 250 lb. are rarely found in old "mill-constructed" multi-story warehouses. Commonly such buildings have limits of 100 to 120 lb. and in some rare instances limits as restrictive as 75 or 50 lb. prevail. A four story concrete structure in one large eastern city is limited to 120 lb., despite 14 x 20 ft bays, 24 in. concrete columns, and 6 in. floors reinforced with ½ in. rods in 6 in. grids.

Case Weights of Canned Goods

For the convenience of wholesalers who desire to compute the weight of delivery-truck and fork-truck loads, the following table[1] of case shipping weights is provided. The weights refer to corrugated fiber cases unless otherwise specified.

Approximate Shipping Weights[2]

Pack	Fruits	Lb.
48-1T	Fcy. el. peaches	64
48-1T	Choice fruits	62
48-1T	Ch. apricots & cocktail	63
48-1T	Choice figs	64
48-1T	Std. apricots	63
48-1T	Std. y. c. peaches	61
48-1T	Std. cherries	62
48-1F	Fcy. & ch. pineapple	36
48-1F	Fcy. pineapple tidbits	35
24-303	Ch. apricots	32
24-303	Std. apricots	31
24-303	Choice y. c. peaches	31
24-303	Std. y. c. peaches	30
24-303	Fr. cocktail	31
24-303	Light sw. cherries	32
24-303	Dark sw. cherries	31
24-2½s	Fcy. fruits	55
24-2¼s	Ch. fruits	54
24-2½s	Std. fruits	53
24-2¼s	Seconds & water	52
24-2¼s	Fcy. crushed pineapple	56
24-2¼s	Fcy. figs	57
24-2½s	Ch. figs	56
12-2½s	Jars fruits	33
12-2½s	Jars y. c. peaches-pears	32
12-2½s	Jars wh. s. p. peaches	34
24-1 lb.	Jars preserves	37
24-2s	Pineapple	38
24-2s	Fcy. cr. pineapple	39
24-2s	Std. sl. pineapple	37
6-10s	Fcy. fruits	49
6-10s	Ch. & std. fruits	48
6-10s	2nd & water fruits	46
6-10s	Pie fruits	47
Pack	**Juices**	**Lb.**
24-6 oz.	Fruit	13
48-6 oz.	Fruit	25½
24-2s	Fruit	36½
24-2s	Pineapple	36
24-2s	Tomato	37
12-46 oz.	Fruits	44½
12-46 oz.	Pineapple	45
12-46 oz.	Tomato	45
6-10s	Fruits	45½
6-10s	Pineapple	47
6-10s	Tomato	46
Pack	**Vegetables**	**Lb.**
48-8 oz.	Vegetables	35
24-12 oz.	Vac. corn	25
48-1s	Vegetables	42
48-1s	Tomatoes	39
24-303s	Vegetables	31
24-2s	Beans, beets, carrots, kraut	37
24-2s	Corn, peas	38
24-2s	Tomatoes, spinach	36
24-2s	Pork & beans	39
24-2½s	Tomatoes, spinach	50½
24-2½s	Pumpkin	52
24-2½s	Sauerkraut	52
24-2½s	Sw. potatoes (dry pack)	50½
24-2½s	Sw. potatoes (sy. pack)	54½
6-10s	Vegetables	47
6-10s	Peas	45
6-10s	Spinach	45
6-10s	Tomatoes	46
6-10s	Tomato puree	47
6-10s	Sw. potatoes (syrup)	48½
Pack	**Fish**	**Lb.**
48-½s	F. salmon	33
48-½s	F. salmon (wood)	37
48-1T	Salmon	62
48-1T	Salmon (wood)	66½
48-1T	Salmon (solid fibre)	62
48-9 oz.	Oblong	37
48-½s	Fcy. tuna	28
48-½s	Grated tuna	26
Pack	**Soup**	**Lb.**
48-1s	Soup (conc.)	41
Pack	**Dried Fruits**	**Lb.**
48-No. 16	Raisins	50
36-No. 16	Raisins	40
30 lb.	Raisins	33
25 lb.	Raisins or prunes	28
36-No. 1	Raisins or prunes	40
16-No. 2	Raisins or prunes	40
12-No. 2	Prunes or compote	27
36-11 oz.	Dried fruits	31
24-8 oz.	Figs	14½

[1] The data in the table pertaining to canned goods were published in The Canning Trade Almanac for 1950.

[2] Weights vary slightly according to local and individual canner practice.

The alternate to this is . . . DOWNTIME!

An ounce of prevention . . . can eliminate *downtime* in your plant. With today's highly mechanized manufacturing and distribution methods . . . *downtime* of materials handling equipment can mean the difference between a profit or a loss.

A Clark Dealer *Continuous* Maintenance Program, available from 113 Clark dealers across the continent, offers you the most effective, and economical method of reducing costly *downtime*. Here's why!

In brief, a Clark Dealer Continuous Maintenance Program offers you:

1) . . . regular maintenance on your industrial trucks on a *programmed* basis. Scheduling is conveniently set up for your particular operation. If you like, service to your equipment can be done at night or at any other time when your equipment is not in use. The additional cost for this off-shift service is a small percentage of the cost of *downtime*.

2) Clark dealers, with the aid of a national service personnel training program, assure you that the best trained mechanics in the industry will service your equipment. These highly trained specialists perform a minimum of 22 separate inspections on every truck serviced. They not only perform the normal jobs of greasing and oil changes, but also make all necessary adjustments to your equipment. Most important, they report the condition of your machines, anticipating failure before it happens. As a result . . . *downtime* is drastically reduced.

3) A Clark Dealer Continuous Maintenance Program gets you out of the repair and maintenance business. It eliminates the need for special tools, parts stock and use of valuable plant space for servicing facilities.

4) A Clark Dealer Continuous Maintenance Program is economical. It actually costs less than similar service on your own automobile. This is an inadequate comparison, however, when you consider the small cost of preventive type maintenance to the cost of *downtime*.

For detailed information on a Clark C.M. program call your local Clark dealer (he's listed in the Yellow pages) or write: C.M. Service, Clark Equipment Company, Battle Creek, Michigan. No obligation, of course.

CLARK EQUIPMENT

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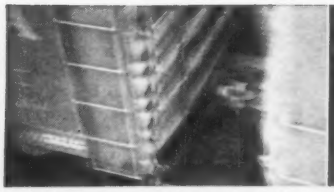
For full details, circle 77 on reader service card

Cushion your lading for savings by the carload with Firestone's

Speeds blocking, lowers dunnage costs, shrinks damage loss



Jarring starts and jolting stops can't harm lading cushioned by Air-Bloks.

Air-Blok is easy-in, easy-out dunnage; one man can block entire car swiftly.

Air-Bloks are quickly deflated, rolled and tied with built-in straps for easy return.

Tough bladder is encased in treated canvas envelope for double protection.

Protective cushions hold lading in tight. Firestone Air-Blok pneumatic cushions absorb the shocks and impacts that ride with railway cargo. Uniform pressure over the entire surface of the dunnage guarantees maximum protection for lading, with far less chance of damage under any conditions. Pneumatic dunnage, thoroughly tested by U.S. Army Quartermaster Corps, effectively reduces time, labor and cost.

Cost less to use, stop waste. Air-Bloks can be used over and over again. Because the deflated bags are returned to the shipper, dunnage cost per trip is substantially lowered. No need to purchase and re-purchase conventional dunnage, which becomes a total loss. Air-Blok gives true economy.

Save loading time and labor. Lading can be blocked quickly and easily by one man. Partially inflated Air-Bloks are slipped into position and inflated to required pressure. The cushions also deflate quickly to speed unloading, avoid demurrage.

Firestone Air-Blok is by far the most economical way to ship, and a few experimental shipments will prove it. For information write Firestone Industrial Products Company, Noblesville, Indiana.

Firestone INDUSTRIAL PRODUCTS COMPANY
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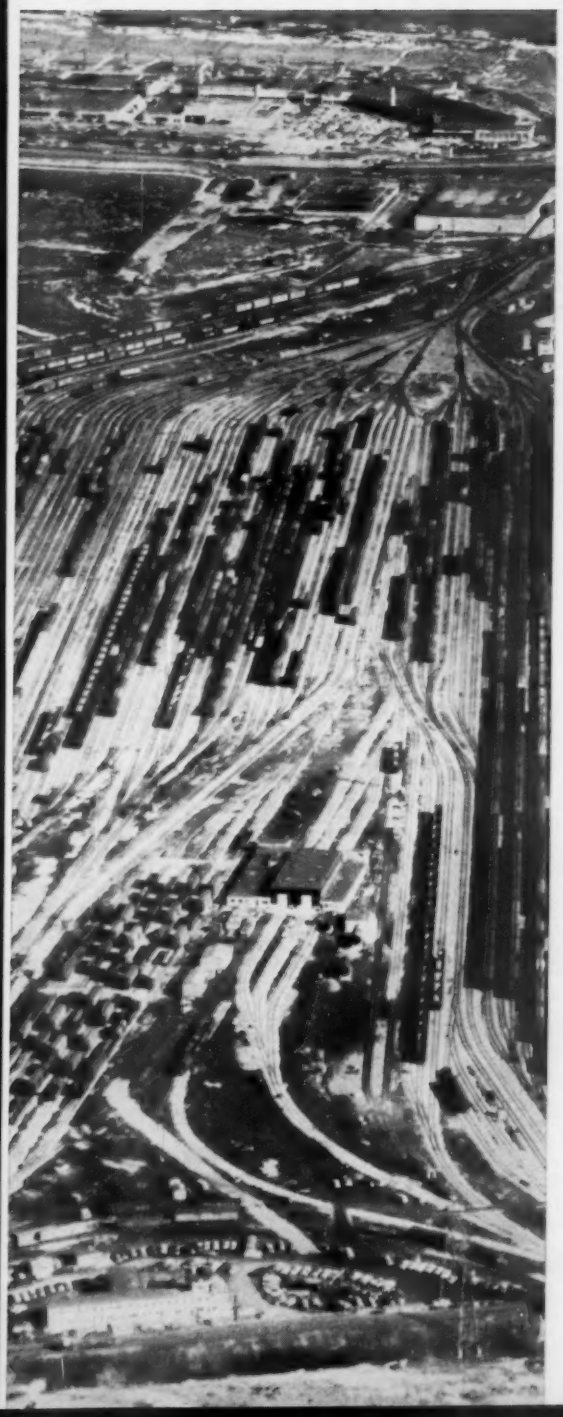

RAILROAD
TRANSPORTATION

Piggy-Back Routing Guide

About 60 railroads are represented in this year's piggy-back section which contains the piggy-back service guide and directory of piggy-back railroads. Separate maps present the piggy-back area covered by each road and important ramp locations. **99**

Piggy-Back Service Chart

Lists railroads, tells whether they have interline agreemenths, whether they provide refrigerated facilities, and which plan they use. It tells which railroads handle tanks on flatcars. **99**

Railroad Containerization Chart

This chart tells you which railroads are providing a service for containers that are interchangeable with other forms of transit. It brings together in one location much valuable information which has been added to this year's individual company listings. **114**

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead.

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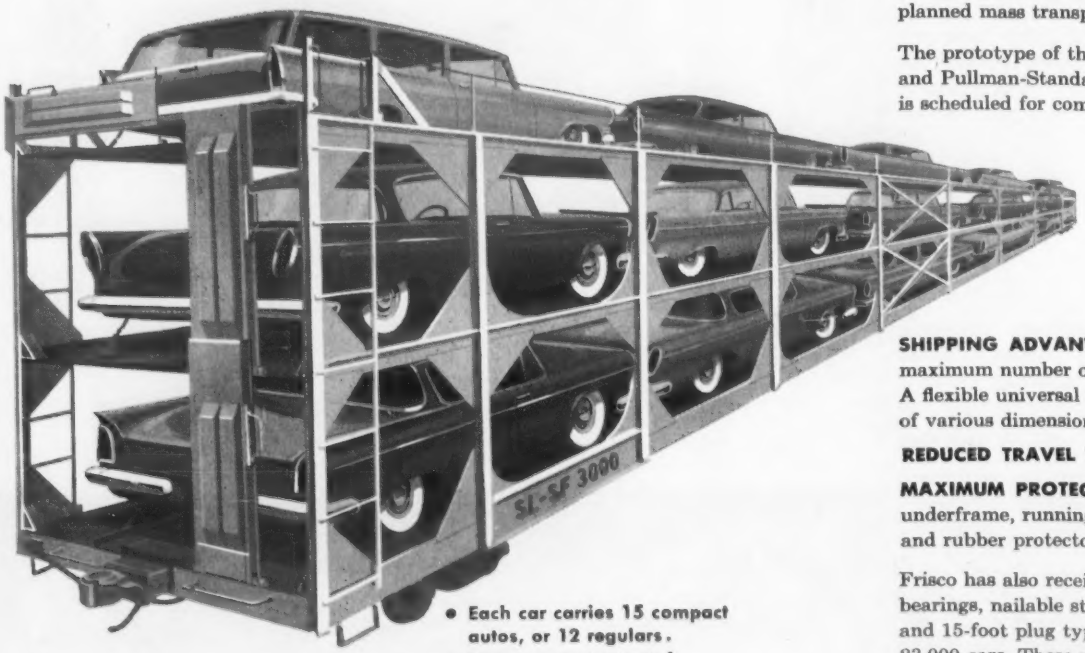
FRISCO PIONEERS Auto Mass Movement with New Type Transport Car

130-car fleet of new "tri-level" transport cars carries 1950 compact autos or 1560 regulars

FRISCO, pioneer in the auto piggy-backing field, now introduces another planned mass transportation innovation.

The prototype of the new tri-level transport car, jointly developed by FRISCO and Pullman-Standard, has been thoroughly tested. Delivery of the 130-car fleet is scheduled for completion September 1, 1960.



- Each car carries 15 compact autos, or 12 regulars.
- Length over decks 83′
- Width inside 8′-6″

SHIPPING ADVANTAGES. The new tri-level transport car steps up the maximum number of autos per car to 12 regular-size, or 15 compacts. A flexible universal tie-down makes it possible to load a combination of vehicles of various dimensions.

REDUCED TRAVEL TIME on long haul shipments.

MAXIMUM PROTECTION is provided for the load by a 10-inch travel cushion underframe, running from coupler to coupler. This combination two-gear and rubber protector cushion effectively dissipates impact energy.

Frisco has also received delivery of 400 new 50-ton boxcars (with roller bearings, nailable steel flooring, heavy duty draft gears, ride control parts and 15-foot plug type doors) bringing its modern freight fleet to approximately 23,000 cars. These purchases are part of a continuing Perfect Shipping Program. Call your FRISCO Sales Representative for that next shipment. He'll show you why it's best to . . .

SHIP IT ON THE FRISCO

To, from or through the *Southeast-Southwest*

5,000 MILES SERVING: MISSOURI • KANSAS • ARKANSAS • OKLAHOMA • TEXAS • TENNESSEE • MISSISSIPPI • ALABAMA • FLORIDA

Piggy-Back Routing Guide

DA Piggy-Back Service Guide

	Plan 1 (Motor Carrier Trailers)	Plan 2 (Rail Owned Trailers)	Plan 3 (Private Shipper Trailers)	Plan 4 (Shipper Trailers and Cars)	Plan 5 (Joint Rail-Truck Rates)	Tanks	Interline	REFRIGERATED SERVICE				Trailer Loads	Less Trailer Loads
								Will Haul			Will Ice Loads		
								Ice	Dry Ice	Mechanical			
Arkansas & Louisiana, Missouri	N	Y	N	Y	N	N	Y	Y	Y	Y	N	Y	N
Atchison, Topeka & Santa Fe	N	Y	Y	Y	Y[1]	Y	Y	—	—	Y	Y	Y	Y
Atlantic Coast Line	Y	N	N	N	—	—	Y	N	N	N	N	Y	N
Baltimore & Ohio	N	Y	Y	Y	N	Y	Y	N	N	Y	Y	Y	N
Bangor & Aroostook	N	Y	Y	N	N	Y	Y	—	—	Y	N	Y	N
Bessemer & Lake Erie	N	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y	N
Boston & Maine	Y	Y	Y	Y	N	Y	Y	—	Y	Y	Y	Y	Y
Canadian National	Y	Y	N	N	N	N	Y	—	—	Y	N	Y	Y
Canadian Pacific	Y	Y	N	N	N	N	N	—	Y	Y	N	Y	Y
Central of New Jersey	N	Y	Y	Y	—	—	Y	N	N	Y	N	Y	N
Chesapeake & Ohio	Y	N	Y	N	N	N	Y	—	—	—	N	Y	N
Chicago, Burlington & Quincy	Y	Y	Y	Y	Y	Y	Y	—	Y	Y	Y	Y	Y
Chicago & Eastern Illinois	Y	Y	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y
Chicago Great Western	Y	Y[2]	Y	N	N	N	Y[2]	N	N	Y	N	Y	N
Chicago, Milwaukee, St. Paul & Pacific	N	Y	Y	Y	Y	N[3]	Y	N	Y	Y	Y	Y	N
Chicago & North Western	Y	Y	N	Y	—	—	Y	Y	N	N	Y	Y	N
Chicago, Rock Island & Pacific	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	N
Clinchfield	N	N	Y	N	N	N	Y	N	N	N	N	Y	N
Colorado & Southern (C. B. & Q.)	Y[4]	Y	Y	N	N	N	Y	—	—	Y	Y	Y	N
Delaware & Hudson	Y	Y	Y	Y	Y	N	Y	—	Y	Y	N	Y	—
Delaware, Lackawanna & Western	N	Y	Y	N	Y	Y	Y	—	Y	Y	Y	Y	Y
Erie	Y	Y	Y	Y	—	N	Y	—	Y	Y	N	Y	N
Florida East Coast	Y	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	N
Fort Worth & Denver (C. B. & Q.)	N	Y	Y	Y	N	N	Y	N	N	Y	N	Y	N
Great Northern	N	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y
Illinois Central	Y	Y	Y	Y	N	N	Y	—	Y	Y	N	Y	Y
Kansas City Southern	N	Y	Y	N	Y	N	N	N	Y	Y	Y	Y	Y
Kansas, Oklahoma & Gulf	N	Y	N	N	N	N	Y	Y	N	Y	N	Y	N
Lehigh & Hudson	N	Y	Y	N	—	—	Y	N	Y	Y	N	Y	N
Lehigh Valley	Y	Y	Y	N	N	N	Y	—	Y	Y	Y	Y	N
Long Island	N	Y	N	N	—	—	Y	N	N	N	N	Y	N
Louisiana & Arkansas (K. C. S.)	N	Y	N	N	Y	—	Y	N	Y	Y	Y	Y	N
Louisville & Nashville	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	N
Maine Central	Y	Y	Y	N	N	N	Y	N	N	Y	N	Y	N
Minneapolis & St. Louis	Y	Y	Y	Y	N	N	Y	N	N	Y	N	Y	Y
Missouri, Kansas, Texas	N	Y	Y	N	Y	N	Y	—	—	Y	N	Y	Y
Missouri Pacific	N	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	Y
Monon	Y	Y	Y	N	Y	N	Y	—	Y	—	Y	Y	N
New York Central[5]	N	Y	Y	Y	Y	N	Y	N	Y	Y	Y	Y	N
N. Y., Chicago & St. Louis (Nickel Plate)	N	Y	Y	N	N	Y	Y	N	N	Y	Y	Y	N
New York, New Haven & Hartford	Y	Y	Y	Y	N	N	Y	—	—	Y	N	Y	N
New York, Susquehanna & Western	N	Y	N	N	N	N	N	Y	Y	Y	N	Y	N
Norfolk & Western	Y	Y	Y	N	N	N	Y	N	Y	Y	Y	Y	N
Northern Pacific	Y[6]	Y	Y	Y	Y	N	Y	—	—	Y	N	Y	Y
Pennsylvania	Y	Y	Y	Y	N	N	Y	—	—	Y	Y	Y	N
Pittsburgh & Lake Erie (N. Y. C.)	N	Y	Y	Y	Y	N	Y	N	Y	Y	Y	Y	N
Quanah, Acme & Pacific (Frisco)	N	Y	Y	Y	Y	N	N	—	—	—	N	Y	N
Reading Co.	N	Y	Y	N	N	N	Y	N	Y	Y	Y	Y	N
Richmond, Fredericksburg & Potomac	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	N
St. Louis-San Francisco	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
St. Louis, Southwestern (Cotton Belt)	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	Y	N
Seaboard Air Line Railroad	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y	Y	N
Soo Line	N	Y	N	N	N	N	Y	N	N	Y	N	Y	Y
Southern Pacific	Y	Y	Y	Y	Y	Y	Y	—	—	Y	N	Y	Y[7]
Texas & New Orleans	Y	Y	Y	Y	N	N	Y	—	—	Y	N	Y	Y
Texas & Pacific	N	Y	Y	Y	Y	N	N	—	Y	Y	Y	Y	N
Toledo, Peoria & Western	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N
Union Pacific	Y[8]	Y	Y[8]	Y	Y[8]	N	Y	N	Y	Y	N	Y	Y
Wabash	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
Western Maryland	N	Y	Y	N	N	N	Y	—	Y	Y	Y	Y	N
Western Pacific	Y	Y	Y	Y	N	N	Y	—	—	Y	N	Y	Y

Footnotes

Y—Yes.
N—No.
[1]—Limited to transportation of new automobiles.
[2]—Only on packing house products from Austin, Minn., to Chicago or beyond. CGW Tariff 350.
[3]—Have experimental Flexi-Van tank trailer unit.
[4]—Applicable only for account Burlington Truck Lines.
[5]—Flexi-Van only.
[6]—Limited Application.
[7]—At SP convenience if tonnage warrants.
[8]—Automobiles only.

THIS IS DA's report on the trailer-on-flatcar service in 1960. A continuing guide to an industry's growth.

That piggy-back is helping the nation's railroads prosper is shown in cumulative piggy-back loadings for the first 32 weeks this year. They are 35.5 per cent above the corresponding 1959 period.

This seventh edition of the original DA Piggy-Back Routing Guide illustrates such growth with the addition of ramp cities across the vast rail network. New in this year's Guide is the tabulation of railroad containerization facilities and the special services available from railroads offering such service.

The Railroad Containerization Chart is a profile of the railroads which provide transportation for van-type containers, other than highway trailers, which are interchangeable with other forms of transportation.

An addition to the piggy-back chart concerns tanks transported on flatcars. And many of the individual railroad listings now give the name and title of the executive in charge of developing his company's TOFC operations.

The maps in this section are not intended to be exact replicas of the official railroad maps; nor do they necessarily show the complete system for each road. They are presented to give a general view of the piggy-back area covered by each road, and ramp locations.

Service is not restricted to ramp cities. Through substitute motor carrier service, contract carrier arrangements, etc., most of the railroads serve all or most of the off and on-line stations in their territories. Interline agreements extend the number of points served by each railroad to hundreds, and in many cases thousands. Cities in small type (parentheses) are not ramp cities. They are interline points without ramps. ●

(*Please Turn Page*)

For shipping steers

or shears

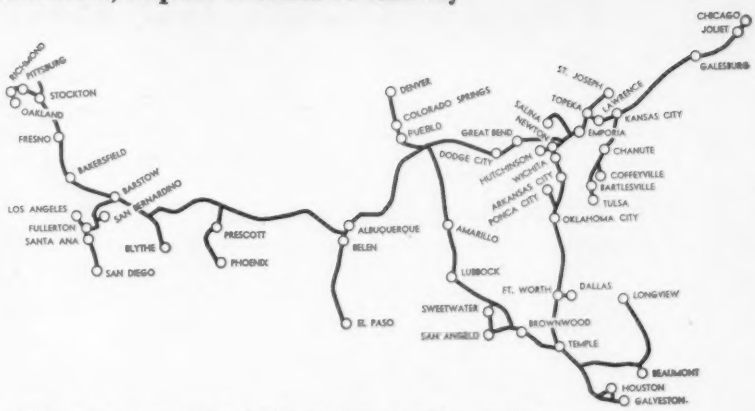
or chandeliers

The better way is Santa Fe

No matter what you ship call the nearest Santa Fe Traffic Office and let the longest railroad in the U.S.A. go to work for you.

Santa Fe

Atchison, Topeka & Santa Fe Railway



Plans 2, 3, 4, and 5; interline with most major carriers under the following tariffs: AT&SF 15579; WTL 445, 450, 453, 455, 461, 463; SWL 74, 75, 76, 77, 79, 80, 82, 84, 85; PSFB 293, 294, 295; Tex-La 104; TCFB 11, 23, 25, 26. Rail billed truckload freight at truck competitive rates. Over-the-road movement by Santa Fe Trail Transportation Co., a subsidiary truck line. Executive in Charge of Piggy-Back Development: F. L. George, assistant to general freight traffic manager.

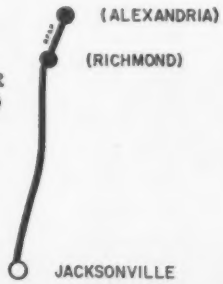
Arkansas & Louisiana Missouri Railway

Plans 2 and 4; interline trailers with the IC and MP. Routing applies to points on the IC and MP and points on connecting lines East of the Mississippi River and North of the Missouri River to the extent that connections have routing available, as provided in SWT Tariffs 74, 75, 76, 77, 79, 80, 82, 84.

When the name of a city is shown on a map without parentheses, it designates a ramp location. This city also may be an interline point. When the name of the city appears in parentheses, it means an interline point with no ramp.

Atlantic Coast Line

Plan 1; interlines with RF&PRR between Alexandria, Va., (RF&P) and Jacksonville, Fla., (ACL).

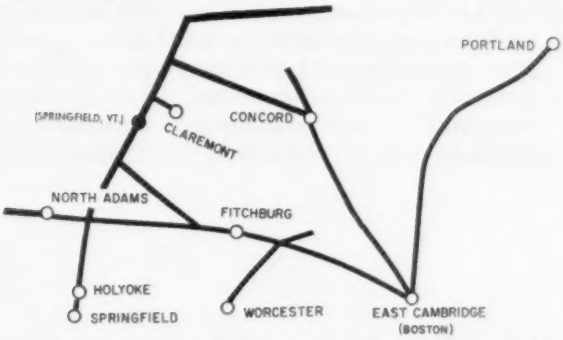


Directory of Piggy-Back Railroads

Baltimore & Ohio Railroad

Plans 2, 3, and 4; transport tank trailers on flatcars; interline with AT&SF, CofNJ, CGW, CMStP&P, C&NW, CB&Q, CRI&P, C&S, FTW&D, GC&SF, GN, IC, KCS, L&A, L&N, MKT, MP, Monon, MStL, P&SF, RDG, StLSF, StLSW, Soo, SP, TNO, TP, UP, Wabash, WMd. Rail billed truckload freight at rail rates. Executive in Charge of Piggy-Back Development: George E. Dove, manager-railroad trailer service. Transports van-type containers interchangeable with other forms of transportation. Provide a complete door-to-door service. Provide containers for private shippers, also when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads.

Boston & Maine Railroad



Plans 1, 2, 3, 4; interline with AT&SF, BAR, B&LE, CN, C&EI, CB&Q, CRI&P, C&S, C&NW, D&H, DL&W, Erie, IC, LV, MeC, MP, M&StL, NKP, Monon, PRR, Springfield Term., UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: C. P. Tomm, general sales manager-piggy-back.

Bangor & Aroostook Railroad

Plans 2 and 3; transport tank trailers on flatcars; interline via Maine Central Railroad. Executive in Charge of Piggy-Back Development; Norman J. Tardif, manager-piggy-back service.

Bessemer & Lake Erie Railroad

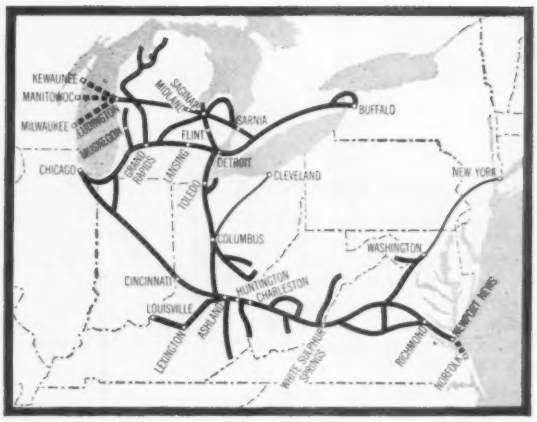
Plans 2 and 3; transport tank trailers on flatcars; interline only with AT&SF, B&M, C&EI, C&NW, CB&Q, CMStP&P, CRI&P, D&RGW, DL&W, Erie (West), GN, IC, KCS, L&N, L&WV, LV, M&StL, MKT, Monon, MP, NKP, NYNH&H, NP, Soo, SP, StLSF, StLSW, T&P, UP, Wabash, WP. Executive in Charge of Piggy-Back Development: H. R. Richards, tm.

Canadian National Railways

Plans 1 and 2; interline with DL&W and LV between New York City and Toronto, B&M from stations in Massachusetts to Montreal, Toronto, and Hamilton. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: L. J. Henderson, general manager, Department of Road Transport.

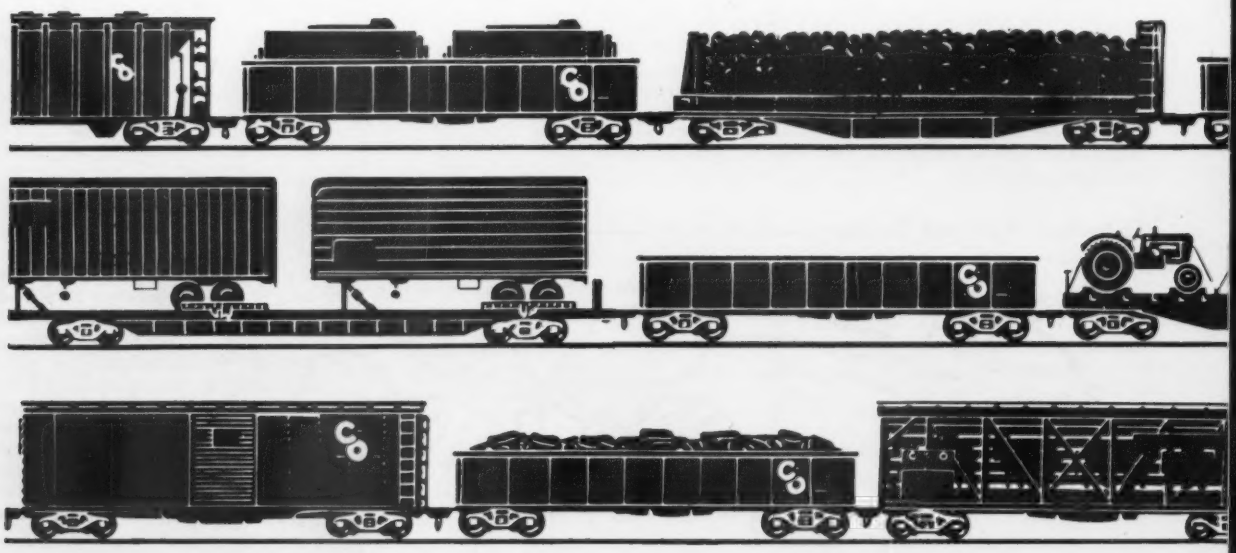
C AND Outstandability

Chessie can help you get the most from special-purpose cars

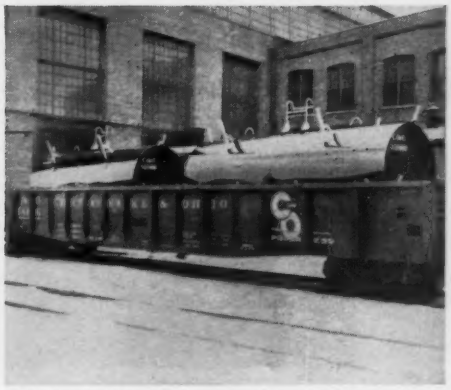


Development pioneer and owner of one of the largest fleets of specialized equipment, Chesapeake and Ohio Railway continues its acquisition of special cars for the special needs of its customers. Today, one out of every five of Chessie's nearly 40,000 modern merchandise freight cars is especially designed or equipped. They include a wide variety of tailored-to-use boxcars, gondolas, hoppers and flat cars . . . all offering important transportation savings.

When your raw materials, components or commodities find application in C&O special-purpose cars, you can benefit from easier, faster loading and unloading . . . better protection . . . more compact shipments . . . reduced dunnage . . . greater capacity loads. And, in *any* car on The Chessie Route,



Chessie's wide range of special-purpose cars include insulated compartmentizers (above), quick-loaders, covered hoppers and hooded gondolas.



This hooded gondola protects coiled steel from weather; is fitted with special cradle structure which eliminates need for dunnage, facilitates loading and unloading.

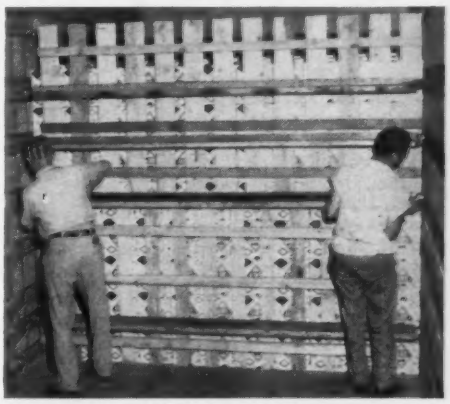
your shipment is under the constant surveillance of CLIC, Car Location Information Center. This miraculous combination of electronic tape, teletype and alert people furnishes a dependable up-to-the-minute report on your car.

Your resourceful C&O representative will welcome an opportunity to prove the advantages of shipping via The Chessie Route.

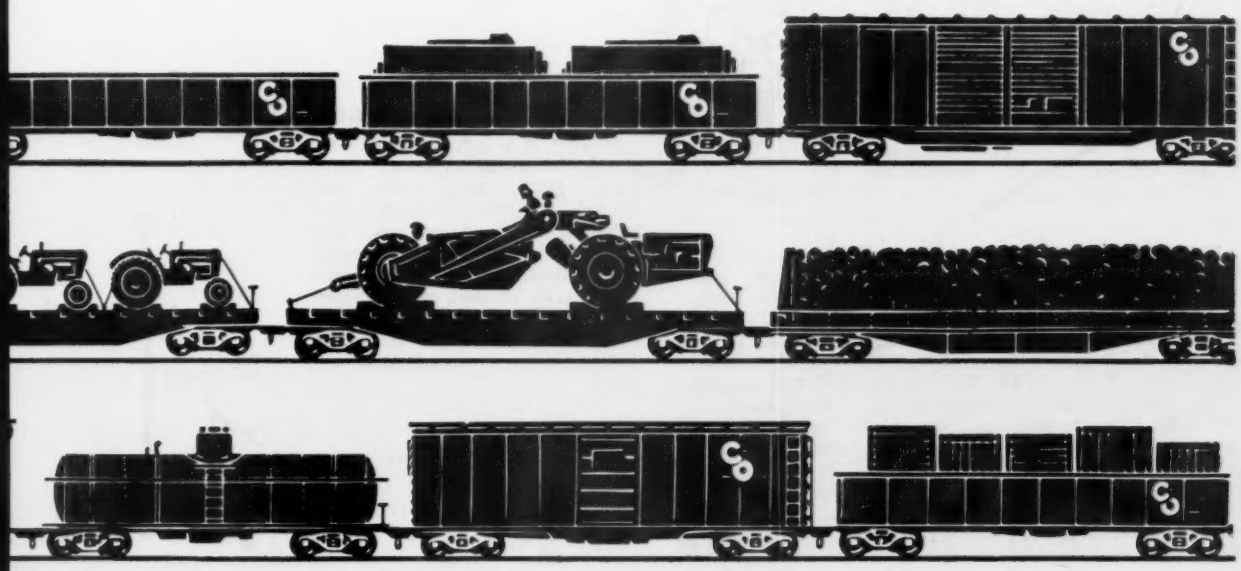
Chesapeake and Ohio Railway

TERMINAL TOWER, CLEVELAND 1, OHIO

Outstandability in Transportation



Chesapeake and Ohio is a leading user of D/F cars of many types, all contributing to shipper savings in time, dunnage costs; allowing heavier loading and practically eliminating cargo shifting.



Canadian Pacific Railway Co.

Plans 1 and 2; no interline. Plan 1 freight at truck competitive rates. Plan 2 freight on tariff rates published in cents per 100 lb. Plans 1 and 2 at Montreal, Toronto, Hamilton, London, Windsor, Saint John, Fredericton; Plan 1 only at all other ramp points. Executive in Charge of Piggy-Back Development: A. E. Jenner, manager-Piggy-Back Services, Montreal.

Central Railroad Co. of New Jersey

Plans 2 and 3. Plan 4 offered between Jersey City and Chicago and East St. Louis, Indianapolis, Louisville, and Cincinnati, Columbus, and Dayton. Employs rolling stock of B&O, DL&W, LV. Applies to points on the B&O, NKP, Wabash, west of Pittsburgh & Buffalo, including the Southwest and Western Trunk Line territories. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates.

Chesapeake & Ohio Railway

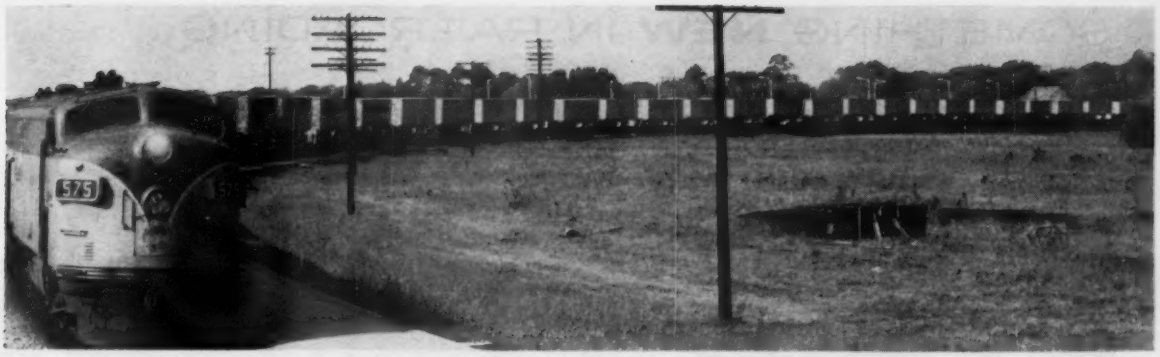
Plans 1 and 3; interline with CEI, RI, LV, PRR. With Plan 1, service is offered between Chicago and Detroit, Cincinnati, Richmond, Newport News, Buffalo, Saginaw; between Cincinnati and Richmond and Newport News. Also between Huntington and Charles, W. Va., and Staunton and Verona, Va.; Detroit and Buffalo. Plan 3 in conjunction with automobiles from Detroit, Wayne, Wixom, Mich.—to various points. Executive in Charge of Piggy-Back Development: J. H. Suthann, manager-piggy-back services.

Chicago, Burlington & Quincy

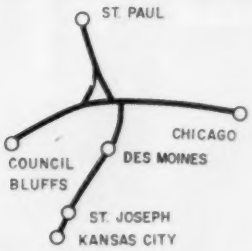
Plans 1, 2, 3, 4, 5 (but Plan 1 for Burlington Truck Lines only—wholly owned subsidiary). Transport tank trailers on flatcars; interline with AT&SF, B&O, BRC, C&EI, CRI&P, C&IM, C&NW, CR&I, C&S, DRG&W, Erie, GB&W, GM&O, GN, GTW, IC, IHB, IN, KCS, L&N, M&StL, Monon, MKT, MP, NKP, NYC, NP, PRR, Soo, StLSF, StLSW, TRRA, UP, Wabash, Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Ramp-to-ramp rates for shipper owned trailers and freight cars. Executive in Charge of Piggy-Back Development; P. L. Smithburg, general freight tm. Provide transportation for van-type containers interchangeable with other forms of transportation only when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads.

Chicago & Eastern Illinois Railroad

Plans 1, 2, 3, 4, 5; interline with AT&SF, CB&Q, C&NW, Erie, L&N, MKT, MP, NKP, Soo, StLSF, StLSW, Wabash. Rail billed lcl freight at rail rates. Rail billed trailerload freight at truck competitive rates. Highway common carrier trailers at per trailer charge. Executive in Charge of Piggy-Back Development: T. F. Behler, director-coordinated services.



Chicago Great Western Railway Co.



Plans 1, 2, 3. Plan 2 only on packing house products from Austin, Minn., to Chicago or beyond. Interline only on packing house products. Executive in Charge of Piggy-Back Development: E. J. Forster, freight traffic manager.

The Piggy-Back Plan . . .

PLAN 1—Rail transport of motor carrier trailers. Trucker solicits freight at truck rates and pays railroad either a "division" or per-trailer charge.

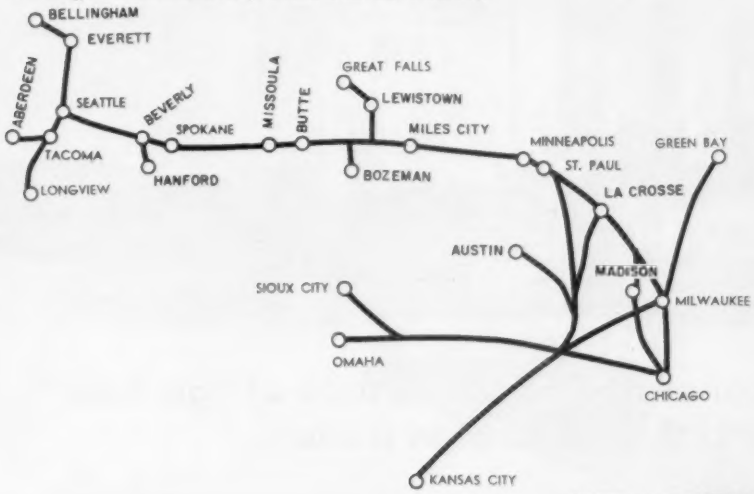
PLAN 2—Railroad trailers are transported on flatcars. Railroad deals directly with shipper, soliciting business under truck competitive tariffs.

PLAN 3—Shipper provides trailers, owning or leasing as he wishes. Railroad receives trailers at railhead, loads them, transports them, and grounds them.

PLAN 4—Rail movement of shipper trailers on shipper flatcars. Shipper takes trailers to and from railroad. shipper loads trailer on car and on arrival unloads it.

PLAN 5—Railroads publish tariffs of joint truck-rail rates for complete door-to-door piggy-back service.

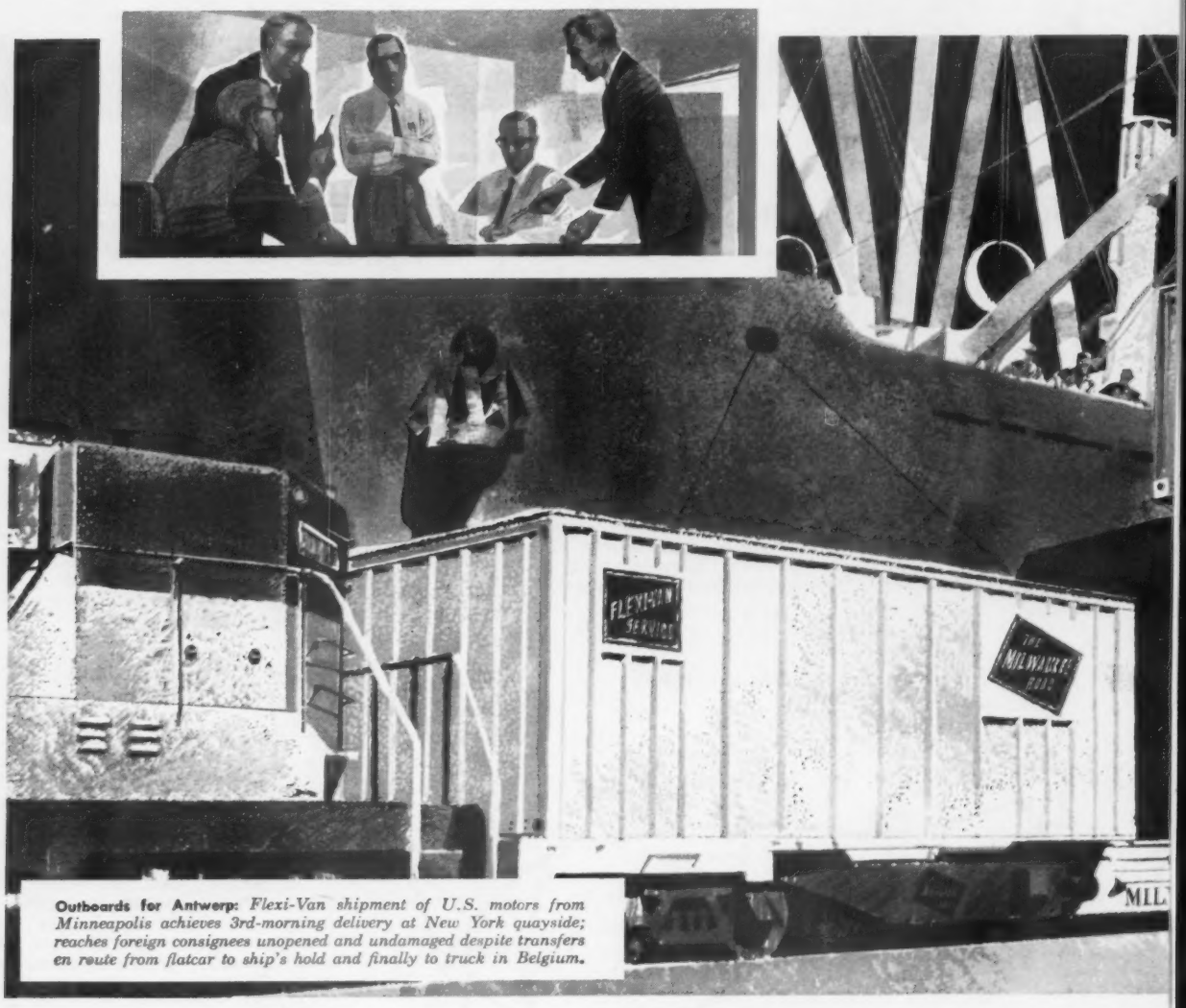
Chicago, Milwaukee, St. Paul & Pacific



Plans 2, 3, 4, 5. While interline with most major carriers, actual working agreements completed with only a few at Chicago, Omaha-Council Bluffs, Kansas City, St. Paul-Minneapolis, and Spokane. Executive in Charge of Piggy-Back Development: E. W. Chesterman, manager-rail-highway sales. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Complete door-to-door service. Provide containers for private shippers, through service with water carriers. Interline cars carrying containers with other railroads.

SOMETHING **NEW** IN RAILROADING...

"CREATIVE CREWS"



Outboards for Antwerp: *Flexi-Van shipment of U.S. motors from Minneapolis achieves 3rd-morning delivery at New York quayside; reaches foreign consignees unopened and undamaged despite transfers en route from flatcar to ship's hold and finally to truck in Belgium.*

Now they're pioneering new methods of "go-how" in U.S. and foreign trade

We hope to *anticipate* shippers' wants in the current world trade boom. Cooperating with a steamship company and an eastern railroad, our Foreign Freight Traffic and Flexi-Van personnel helped develop this new safer, damage-free method of moving freight internationally.

One of the more dramatic ideas involved is the concept of "containerization." This is the packaging of *entire shipments* in specialized Flexi-Van "containers" adaptable to many forms of transport. They are so versatile they can travel by railway, highway, or waterway—even go overseas without special export packing of the merchandise!

The Milwaukee Road's Creative Crews specified

of the Milwaukee Road

America's resourceful railroad

unique *attachments* on the containers to facilitate handling by marine loading equipment. And we have *purchased* the Flexi-Van containers and vehicles necessary so that we could offer our customers this speedy interchange with shipboard marine traffic. *On order* right now are several experimental-type Flexi-Van "containers" for liquids and chemicals, to extend this service to more shippers.

The Creative Crew concept is at work everywhere on the Milwaukee Road—pioneering new ideas, breaking with old traditions, bringing *idea-power* to bear on problems large and small. That is why today's alert management groups recognize the Milwaukee as America's *resourceful* railroad.

Route of the Super Dome Hiawathas and Western "Cities" Fleet

Through a miracle of electronics...

YOU RIDE WITH YOUR SHIPMENT!

As indicated in the diagram above, Car-Fax Reporting Center receives constant information on the movement of every carload of freight moving over C&NW lines. This information is relayed to its destination or interchange and also to our traffic offices throughout the country. Up-to-the-minute location of any car is available by simply calling the C&NW traffic office nearest you.

New North Western Car-Fax helps solve your distribution problems for once and all, electronically! This amazing car locating system keeps you as up-to-the-minute on shipments as if you were sitting beside the engineer—reports cars en route throughout each day—does away with "lost" shipments for good.

Here's how! IBM machinery codes and processes car movement facts at check points throughout the entire North Western System—instantly transmits this information to each traffic office concerned.

North Western Car-Fax tells you the whole story—location, destination, point-of-origin, routing, contents, type of car, number, date, exact time of movement plus any delays encountered along the way.

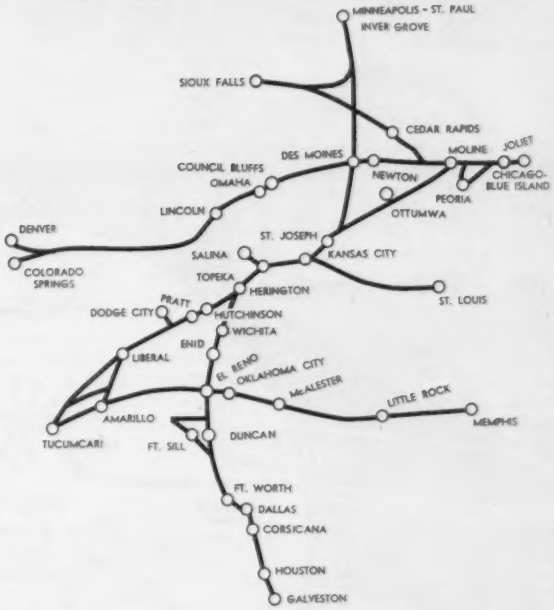
Discover how Car-Fax can help you pre-plan production, expedite shipments and pinpoint deliveries—route your freight North Western!

CHICAGO AND NORTH WESTERN RAILWAY

Chicago & North Western Railway Co.

Plans 1, 2, and 4; interline with AT&SF, B&O, C&EI, CRI&P, Erie, GN, KCS, MKT, Monon, MP, NKP, NP, PRR, StLSF, StLSW, UP, Wabash. Service is principally rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge.

Chicago, Rock Island & Pacific Railroad



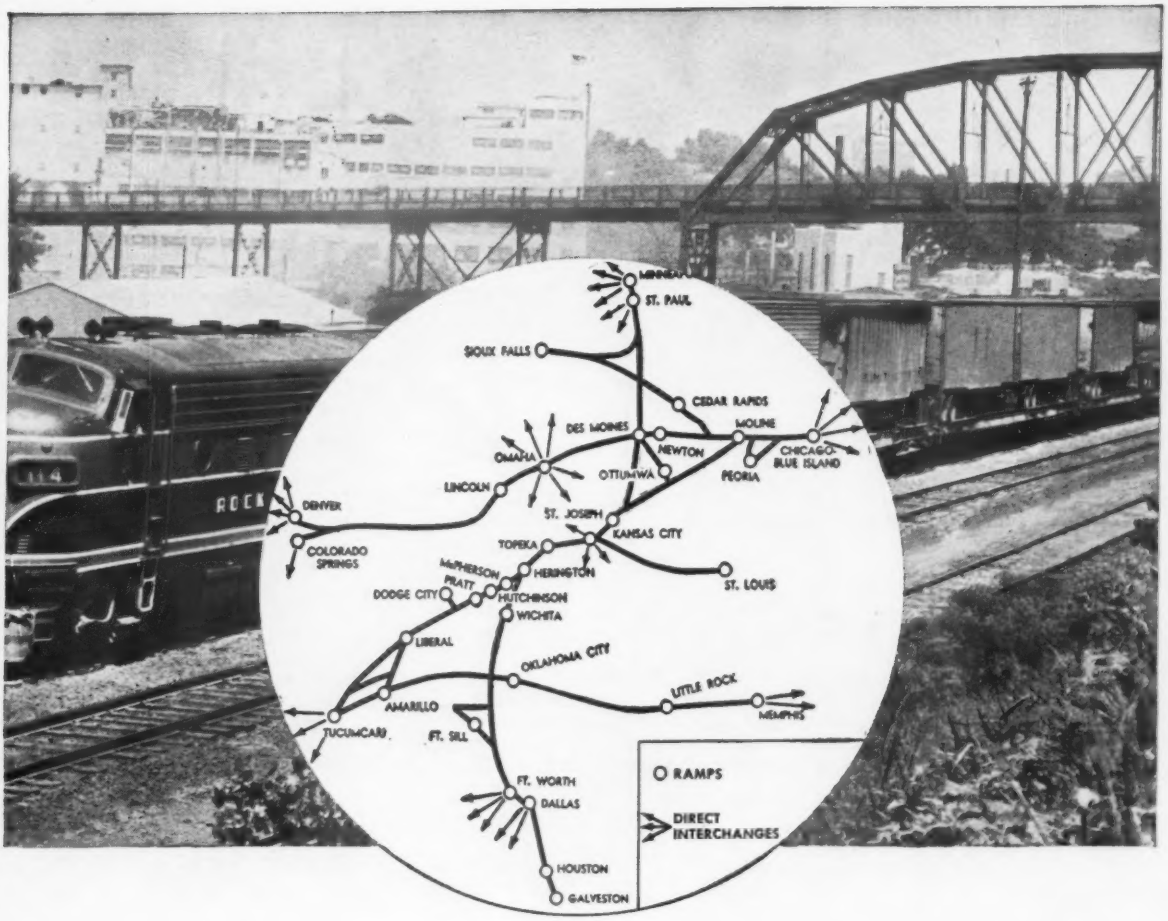
Plans 1, 2, 3, 4, 5; interline. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge based on weight and contents. Executive in Charge of Piggy-Back Development: F. J. Conrad, vice president-traffic.

Colorado and Southern Railway

Plans 1, 2, 3; interline with AT&SF, C B & Q, D & R G W, FW&D, MP, UP. Plan I is applicable only for Burlington Truck Lines. Rail billed truckload freight at truck competitive rates. Service offered in connection with CB&Q. (See Chicago, Burlington, Quincy and Fort Worth & Denver listings.) Executive in Charge of Piggy-Back Development: J. C. Jensen, general freight agent.

Delaware, Lackawanna & Western Railroad

Plans 2, 3, 5. Transport tank trailers on flatcars. Interline with A&LM, AT&SF, BAR, B&LE, B&M, CB&Q, C&EI, C&IL, CNE, CofNJ, CN&W, CRI&P, C&S, D&H, D&RGW, FW&D, GN, GTE, IC, KCS, L&A, L&HR, L&NE, LV, L&WV, MC, M&E, MKT, MKTofT, Monon, MoPac, M&StL, NJI&I, NP, NYC&StL, NYNH&H, NYS&W, SP, StLSF, StLSF&T, StLSW, TNM, T&P, UP, WAB, WMW&NW, WP. Rail billed lcl at rail rates. Rail billed truckload freight at truck competitive rates. Contract and private truckers' traffic on a basis where they pay full charges for shipments at standard piggy-back rates, using regular rail billing, per diem allowance for shippers' trailers. Executive in Charge of Piggy-Back Development: James L. Barngrove, Jr., gtm. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Offered only on a contract basis, but is a complete door-to-door service. Provided only when the shipper owns the containers and these can be carried on standard flatcars. Provide through service with other carriers.



Strategically located piggyback ramps

...another good reason for shipping Rock Island

The optimum piggyback service combines the efficiency of long hauls by rail, the economy of short hauls by truck. What makes this ideal combination possible is the existence of piggyback facilities in numerous key areas.

The Rock Island map above shows how piggyback ramps blanket the system—and how, if the destination of your shipment is outside Rock Island territory, you can reach into every corner of the nation through Rock Island's direct interchanges with other railroads.

So capitalize on this complete transportation service. Next time you ship piggyback, ship via the Rock Island railroad. Get the benefit of strategically located ramps and direct interchange points... plus equipment engineered to meet your requirements...plus the services of experienced, conscientious personnel...plus a shipping plan that best fits your needs.

Your Rock Island traffic representative will be glad to help you put this effective combination to work. Why don't you get in touch with him today, or consult...

Rock Island

ROCK ISLAND LINES

A. J. FERRELL
Freight Traffic Manager
La Salle Station, Chicago 5

Delaware & Hudson Railroad

Plans 1, 2, 3, 4, 5 with qualifications. Plan 1: Terminating carrier between Albany Capital District and Chicago and East St. Louis, Ill. Intermediate carrier between B&M Mass. ramp locations and metropolitan areas in Central Territory. Plan 2: Intermediate carrier between New England and Trunk Line, Central, Western, Southwestern Territories and Eastern Canada. Plan 3: Terminating carrier between Albany Capital District and Central Territory. Intermediate carrier between New England and Central Territory. Plan 4: Intermediate carrier between New England and Central and Southwestern territories. Plan 5: Automobiles South Bend, Ind., to points and places in Conn., Maine, N.H., N.Y., Vt., and R.I. Executive in Charge of Piggy-Back Development: Paul F. Robinson, vice president-traffic.

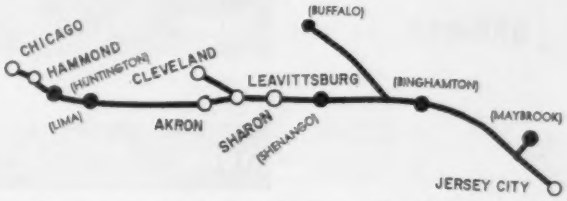
Florida East Coast Railway

Plans 1, 2, 3, 4, 5. Qualifications. Plan 1—between Birmingham, Ala., Atlantic, Ga., and Savannah, Ga., at one end and Miami, Fla., at the other, interchanged at Jacksonville, Fla., with ACL and SAL. Plan 2—will be inaugurated shortly between Florida East Coast Railway stations and Southern, Southwest, Western and Official Territories, interchanged at Jacksonville, Fla., with ACL, SAL, Sou railways. Plan 3—all freight between Official, Central, Western territories at the one end and Miami, Fla., at the other end, interchanged at Jacksonville Fla. Automobiles from Southern, Central, Western territory origins and Miami, Fla. Plan 4—between Official Territory and Miami, Fla. Plan 5—automobiles from Metuchen, N. J., to Miami, Fla. Executive in Charge of Piggy-Back Development: T. C. Maurer, chief freight and passenger traffic officer. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Offered only on a contract basis but extends service to motor common carriers through Plan 1.

Fort Worth & Denver Railway

Plans 2, 3, 4; interline with AT&SF, CB&Q, CRI&P, C&S, KCS, L&A, MKT, MP, QAP, Frisco, StLSF, StLSW, SP, T&NO, UP. Rail billed truckload freight at truck competitive rates. (See also CB&Q.) Executive in Charge of Piggy-Back Development: Y. E. Juge, freight traffic manager.

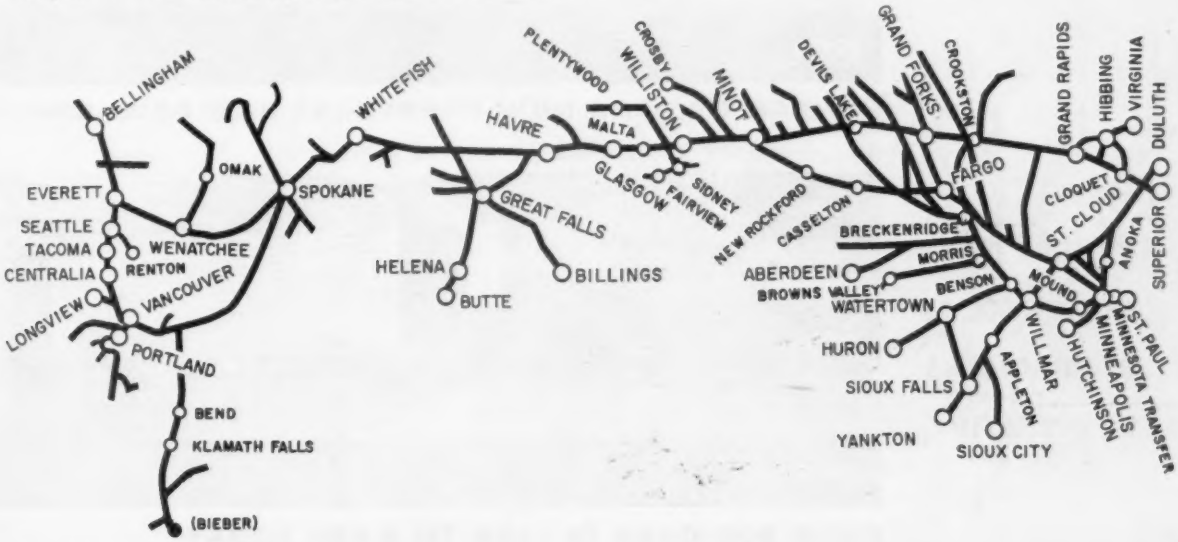
Erie Railroad Company



Plans 1, 2, 3, and 4; interline with A&LM, AD&N, AT&SF, BAR, B&LE, B&M, C&EI, C&NW, C&S, CB&Q, CRI&P, D&RGW, DT&I, FWD, GN, IC, KCS, KOG, L&A, L&N, MEC, M&StL, MKT, Monon, MP, NKP, NYNH&H, NYS&W, NP, StLSF, Soo, SP, StLSW, TNM, TP, UP, Wabash, WMW&NW. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Service between Trunk Line, Central Freight, Western Trunk Line, and Southwestern Territories, with some few point-to-point commodity rates to Transcontinental Territory. Executive in Charge of Piggy-Back Development: B. F. Conway, freight traffic manager.

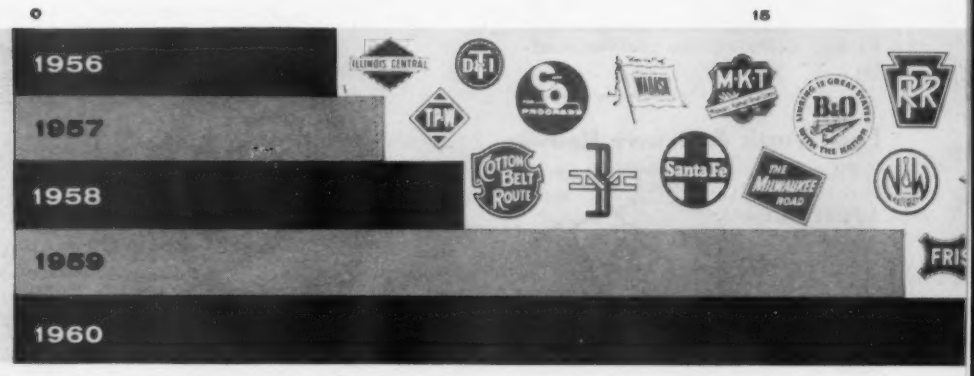
Great Northern Railway

Plans 2, 3, 4, 5; interline with CB&Q, CMStP&P, C&NW, CRI&P, M&StL, Soo, SP, SP&S, WP. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Trailers and flatcars equalize between terminal loading and unloading points, moving loaded or empty. Executive in Charge of Piggy-Back Development: K. G. Heimbach, director-truck and tofc sales.



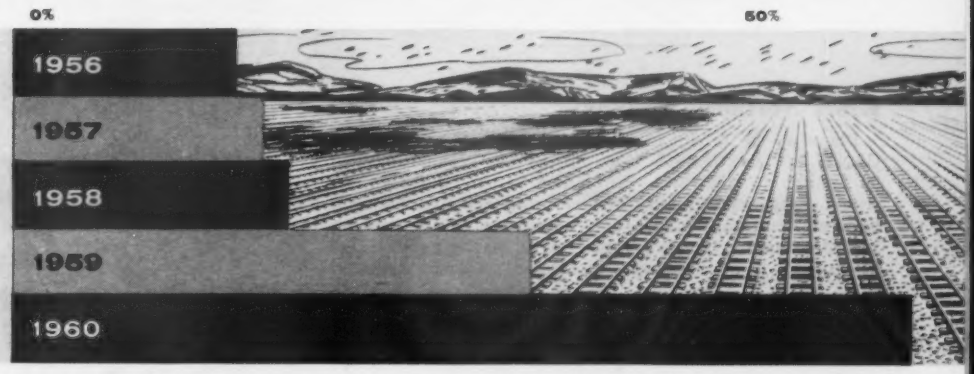
THE AMAZIN

TRAILER TRAIN



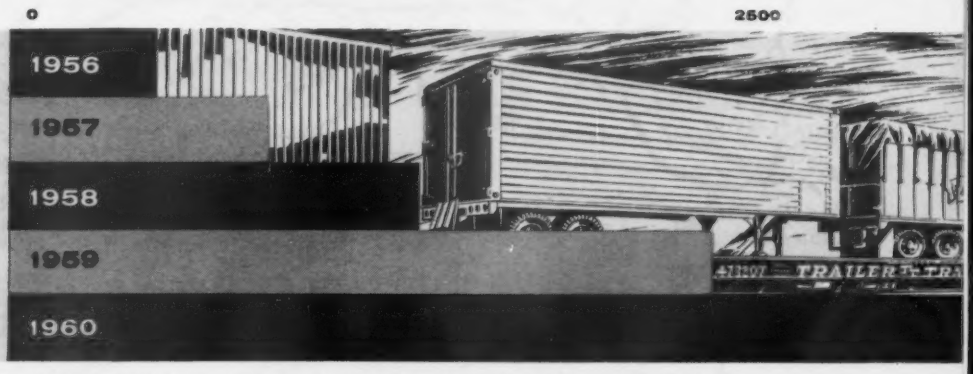
MEMBERSHIP GROWTH

FROM 2 MEMBERS IN 1956 TO 30 MEMBERS TODAY!



% OF CLASS 1 RAILROAD MILEAGE

MEMBER OWNERS NOW REPRESENT 66% OF THE NATION'



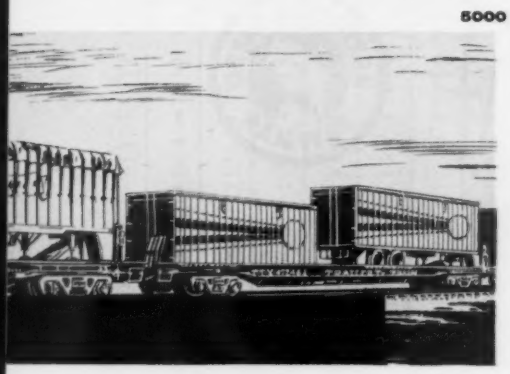
NUMBER OF MODERN ROLLER BEARING CARS IN OPERATION

FROM 500 CARS IN 1956 TO 4,650 TODAY

GROWTH OF

PIGGYBACK

LASS 1 RAILROAD MILEAGE



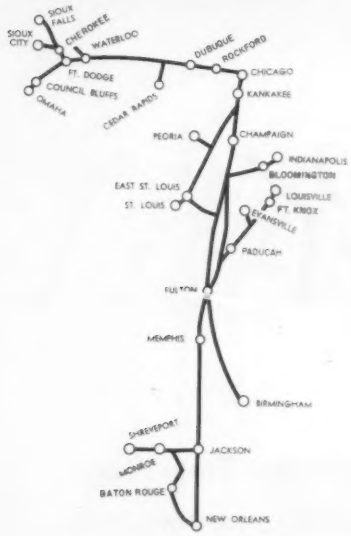
You should be using Trailer Train Piggyback. For information regarding your shipping needs or Trailer Train, call a representative of any of the members.

MEMBERS
TRAILER TRAIN PIGGYBACK SERVICE

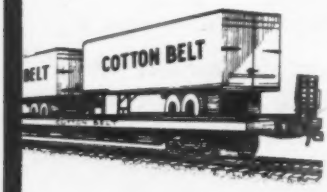
Atlantic Coast Line
Baltimore & Ohio
Boston & Maine
Burlington
Chesapeake & Ohio
Chicago & North Western
Cotton Belt
D. T. & I.
Frisco
Great Northern
Gulf, Mobile and Ohio
Illinois Central
Kansas City Southern
Louisville & Nashville
Milwaukee Road
Missouri-Kansas-Texas
Missouri Pacific
Nickel Plate
Norfolk & Western
Northern Pacific
Pennsylvania
R. F. & P.
Santa Fe
Seaboard Air Line
T. P. & W.
Texas and Pacific
Union Pacific
United States Freight
Wabash
Western Pacific

All for one — and one for all!

Illinois Central Railroad



Plans 1, 2, 3, 4; interline with AD&N, A&LM, B&O, BAR, B&LE, CNJ, DL&W, Erie, FW&D, KCS, L&WV, L&A, LI, MEC, MKT, MP, NKP, NJI&I, NYS&W, NL&G, PRR, P&WV, RDG, SP, SS, SLSF, SLSW, TNM, T&P, UP, Wabash, WM. Rail billed truckload freight at truck competitive rates. Ltl lots also handled. Insulated equipment and tariff provision available for perishables. Executive in Charge of Piggy-Back Development: L. A. Schellenberger, general merchandise agent.



COTTON BELT PIGGYBACK SERVICE

gives you combined reliability of all-weather rail schedules and flexibility of highway service.

COTTON BELT ROUTE

ST. LOUIS SOUTHWESTERN RAILWAY LINES

Kansas City Southern

Plans 2, 3, 5; interline with AT&SF, CB&Q, CRI&P, FW&D, IC, MKT, MP, SP, StLSF, StLSW, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary truck companies. Executive in Charge of Piggy-Back Development: Paul S. Rhoads, merchandise traffic manager.

DA Railroad Containerization Chart

	Transport van-type containers other than highway trailers	Contract basis only	Door-to-door	Extend to motor common carrier eg. Plan 1	Provide containers for private shippers	Transport only shipper-owned containers	Through service with other than rail carrier	Interline	Participate in a tariff
Alabama Great Southern (Southern)	—	—	—	—	—	—	—	—	—
Arkansas & Louisiana, Missouri	N	—	—	—	—	—	—	—	—
Atchison, Topeka & Santa Fe	Y	N	N	N	N	Y	N	Y	Y
Atlantic Coast Line	—	—	—	—	—	—	—	—	—
Baltimore & Ohio	Y	N	Y	N	Y	Y[1]	N	Y	N
Bangor & Aroostook	N	—	—	—	—	—	—	—	—
Bessemer & Lake Erie	N	—	—	—	—	—	—	—	—
Boston & Maine	N	—	—	—	—	—	—	—	—
Canadian National	N	—	—	—	—	—	—	—	—
Canadian Pacific	N	—	—	—	—	—	—	—	—
Central of New Jersey	—	—	—	—	—	—	—	—	—
Chesapeake & Ohio	N	—	—	—	—	—	—	—	—
Chicago, Burlington & Quincy	Y	N	N	N	N	Y	N	Y	N
Chicago & Eastern Illinois	N	—	—	—	—	—	—	—	—
Chicago Great Western	N	—	—	—	—	—	—	—	—
Chicago, Milwaukee, St. Paul & Pacific	Y	N	Y	N	Y	N	Y	Y	N
Chicago & North Western	—	—	—	—	—	—	—	—	—
Chicago, Rock Island & Pacific	N	—	—	—	—	—	—	—	—
Clinchfield	N	—	—	—	—	—	—	—	—
Colorado & Southern (C. B. & Q.)	N	—	—	—	—	—	—	—	—
Delaware & Hudson	N	—	—	—	—	—	—	—	—
Delaware, Lackawanna & Western	Y	Y	Y	N	N	Y	Y	N	N
Erie	N	—	—	—	—	—	—	—	—
Florida East Coast	Y	Y	N	Y[2]	N	—	—	N	N
Fort Worth & Denver (C. B. & Q.)	N	—	—	—	—	—	—	—	—
Great Northern	N	—	—	—	—	—	—	—	—
Illinois Central	N	—	—	—	—	—	—	—	—
Kansas City Southern	N	—	—	—	—	—	—	—	—
Kansas, Oklahoma & Gulf	N	—	—	—	—	—	—	—	—
Lehigh & Hudson	—	—	—	—	—	—	—	—	—
Lehigh Valley	N	—	—	—	—	—	—	—	—
Long Island	—	—	—	—	—	—	—	—	—
Louisiana & Arkansas (K. C. S.)	—	—	—	—	—	—	—	—	—
Louisville & Nashville	N	—	—	—	—	—	—	—	—
Maine Central	N	—	—	—	—	—	—	—	—
Minneapolis & St. Louis	N	—	—	—	—	—	—	—	—
Missouri, Kansas, Texas	N	—	—	—	—	—	—	—	—
Missouri Pacific	Y	N	Y	N	Y	N	N	Y	N
Monon	N	—	—	—	—	—	—	—	—
New York Central	Y	N	Y	N	N	N	Y	Y	N
New York, Chicago & St. Louis (Nickel Plate)	N	—	—	—	—	—	—	—	—
New York, New Haven & Hartford	N	—	—	—	—	—	—	—	—
New York, Susquehanna & Western	N	—	—	—	—	—	—	—	—
Norfolk & Western	N	—	—	—	—	—	—	—	—
Northern Pacific	N	—	—	—	—	—	—	—	—
Pennsylvania	N	—	—	—	—	—	—	—	—
Pittsburgh & Lake Erie (N. Y. C.)	—	—	—	—	—	—	—	—	—
Quanah, Acme & Pacific (Frisco)	N	—	—	—	—	—	—	—	—
Reading Co.	N[3]	—	—	—	—	Y	—	Y	—
Richmond, Fredericksburg & Potomac	Y	N	N	N	N	Y	—	Y	—
St. Louis-San Francisco	N	—	—	—	—	—	—	—	—
St. Louis, Southwestern (Cotton Belt)	N	—	—	—	—	—	—	—	—
Seaboard Air Line Railroad	N	—	—	—	—	—	—	—	—
Soo Line	N	—	—	—	—	—	—	—	—
Southern Pacific	Y	N	Y	N	N	Y	N	Y	Y
Texas & New Orleans	—	—	—	—	—	—	—	—	—
Texas & Pacific	Y	N	N	N	N	Y	Y	Y	N
Toledo, Peoria & Western	N	—	—	—	—	Y	—	—	—
Union Pacific	N	—	—	—	—	—	—	—	—
Wabash	N	—	—	—	—	—	—	—	—
Western Maryland	N	—	—	—	—	—	—	—	—
Western Pacific	N	—	—	—	—	—	—	—	—

Footnotes

Y—Yes
N—No
[1]—Handle both containers provided for and by shippers.
[2]—Only Plan 1, Pan Atlantic Steamship Co.
[3]—Expected to be offering container service by September 15, 1960.

You name it...

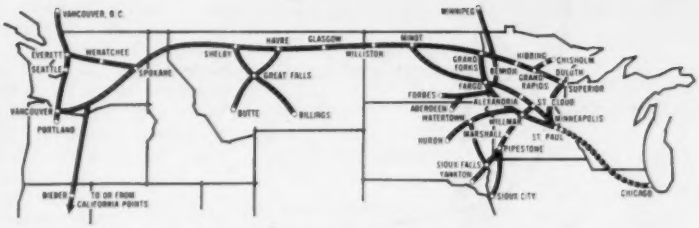
any of more than 500 key cities and towns and your

Great Northern freight specialist will see that your shipment (LCL or carload) gets there fast, direct . . . at advantageous rates. Reason: GN shipping services are *fully coordinated*—piggyback, truck, freight car. Your freight goes great when it goes Great Northern!

we'll move it...

via Great Northern's fully coordinated shipping services

GREAT NORTHERN RAILWAY



Great Northern freight specialists are located in principal cities of the U.S. and Canada. For information, *write:*
G. D. JOHNSON, *General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.*

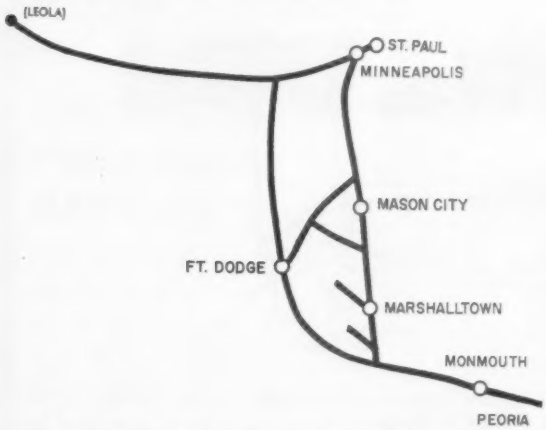
Louisville & Nashville Railroad

Plans 1, 2, 3, 4, 5. Transport tank trailers on flat cars. Interline with A&WP-WofA, ACL, B&O, C&EI, CB&Q, C & N W, CRI&P, Erie, Frisco, IC, L&A, MP, MKT, Monon, NYC, N&W, PRR, StL-SW, SP, T&P, Wabash. Rail billed truckload freight at truck competitive rates. Cars handled in regular trains. Executive in Charge of Piggy-Back Development: Edward S. Bowman, manager-piggy-back traffic.

Maine Central Railroad

Plans 1, 2, 3; interline with AT&SF, BAR, B&LE, B&M, CB&Q, C&EI, D&H, DL&W, Erie, LV, L&WV, Monon, NJI&I, NIC&StL, PRR, Wabash. Executive in Charge of Piggy-Back Development: R. C. Merrow, freight traffic manager.

Minneapolis & St. Louis Railway



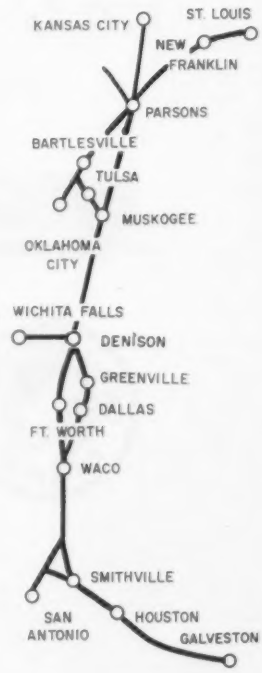
Plans 1, 2, 3, 4; interline with CB&Q, GN, IC, NP, Soo, Interline service extends to St. Louis and Kansas City, Mo., and to cities in Southwestern Lines Territory, also between the Twin Cities and Eastern Cities served by Trunk Line railroads. Executive in Charge of Piggy-Back Development: Frank P. Connoy, director-piggy-back and barge services.

Lehigh Valley Railroad Co.

Plans 1, 2, 3; interline with AD&N, ATSF, BLE, B&M, C&EI, CMStP&P, CN, CRRNJ, CB&Q, CRI&P, D&H, DL&W, DK&S(MP), FW&D, GCSF(ATSF), GT, KCS, L&HR, LI, L&NE, L&A, Monon, MKT, MP, MKTT, NJI&I, NKP, NYNH&H P&SF(ATSF), SLSF, SLSFT, StLSM, SP, T&P, Wabash. Plan 3 interline from the New York-Jersey City and Newark, N.J., area (also Allentown, Wilkes-Barre, Sayre, Rochester) to Chicago and East St. Louis, Ill., Cleveland-Detroit-Buffalo; Fort Wayne-Indianapolis, Ind.; Louisville, Ky.-South Bend, Ind.-Toledo, Ohio, routes LV-NKP and LV-WAB. Also in effect over same routes in reverse direction. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: J. H. Schmid, manager-piggy-back sales.

Missouri Kansas Texas Railroad

Plans 2, 3, and 5; interline with major railroads on service to the north, east, and west. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at per trailer and mileage charges. M-K-T piggy-back under the direct supervision of Missouri Kansas & Texas Transportation Co., a subsidiary. Executive in Charge of Piggy-Back Development: C. E. Bulkley, gm-M K & T Transportation Co.



This cup of coffee went to Memphis...Piggyback

Shipping coffee isn't news. But when a single paper cup of coffee, ⅓ full, is carried 500 miles on a freight train without spilling a drop, that's real news for shippers. It means PERFECT HANDLING! May we boast? It happened on the Dixie Line.

In Cincinnati, a workman loading his company's piggyback shipment of pulpboard, placed his unfinished coffee on a stack of board and forgot it. Five hundred miles later the cup arrived at Memphis . . . upright and unspilled.

What better proof can we offer you of the safe, smooth freight-handling assured every shipment that goes L & N Piggyback.

LOUISVILLE & NASHVILLE RAILROAD
The DIXIE LINE

Now...New York Central's SUPER-VAN SERVICE goes to New England!

The New York Central's new all-container concept in fast freight transportation – Super-Van Service! – is now extended to New England points.

Check how this schedule every weekday can provide faster, more reliable service to your customers.

EASTBOUND		WESTBOUND	
Lv. St. Louis	6:30 p.m. D.S.T. (Mon.)	Lv. Boston	9:30 p.m. D.S.T. (Mon.)
Lv. Chicago	11:00 p.m. D.S.T. (Mon.)	Lv Worcester	10:40 p.m. D.S.T. (Mon.)
Ar. Springfield	12:01 a.m. D.S.T. (Wed.)	Lv. Springfield	12:05 a.m. D.S.T. (Tues.)
Ar. Worcester	1:30 a.m. D.S.T. (Wed.)	Ar. Chicago	11:00 p.m. D.S.T. (Tues.)
Ar. Boston	3:30 a.m. D.S.T. (Wed.)	*Ar. St. Louis	7:30 a.m. D.S.T. (Wed.)

*Connecting Service

Super-Van trains carry only shipping containers such as Flexi-Van, which can travel by rail, highway or water. Equipped with passenger train type roller bearings, these trains of gleaming metal boxes clip off miles at spectacular speeds on the rails. Suddenly you find major markets miraculously closer.

Super-Van Service is another exciting innovation being made by the Central to provide faster, more reliable service for its customers. Call your local New York Central freight sales office and ask for "Super-Van Service."

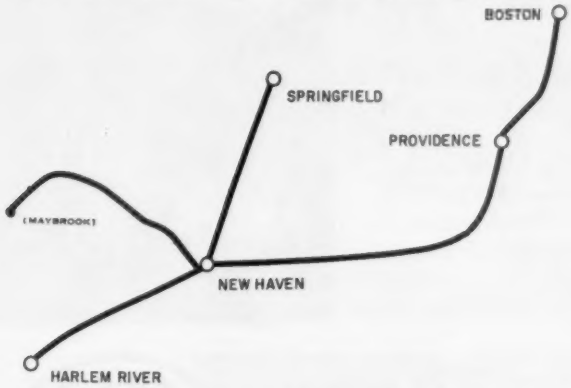
NEW YORK CENTRAL SYSTEM

ROAD TO THE FUTURE

Missouri Pacific Railroad

Plans 2, 3, 4, 5; interline with AT&SF, B&O, CB&Q, C&EI, C&NW, CMStP&P, CRI&P, C&S, D&RGW, IC, KCS, L&N, NYC, NKP, PRR, SPL, StLSF, UP, Wabash. Rail billed truckload freight at truck competitive rates. Service includes tofc and demountable trailer body. The latter is operated between points on MP, between points on T&P, and interline between the two railroads, also between MP and B&O. Also interline with other railroads. Provides complete door-to-door service. Map includes T&P and KO&G operations. (See also Texas & Pacific.)

New York, New Haven and Hartford Railroad



Plans 1, 2, 3, and 4. Plan 2 interline with AD&N, A&LM, ATSF, B&LE, CB&Q, C&EI, CMStP&P, CofNJ, C&NW, CRI&P, C&S, DL&W, D&RGW, Erie, FW&D, IC, KCS, KO&G, L&H, L&NE, L&WV, LV, L&A, MP, M&StL, MKT, MKTT, MStP&SSM, Monon, NJI&I, NYC&StL, NP, PRR, StLSF, StLSF&T, StLS, SP, T&P, TNM(T&P), UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Executive in Charge of Piggy-Back Development: Joseph B. Dowling, coordinator-tofc sales.

Monon Railroad

Plans 1, 2, 3, and 5. Also a Plan 3, not "true"—but an allowance to shipper for use of his trailer, and also an optional allowance in cwt for pick-up and/or delivery of trailer to or from ramp. Joint truck-rail rates in tariff form. (With All-Freight, Artim, Olson, Saginaw Transport Co.) Interline with AT&N, AT&SF, B&LE, B&O, B&M, CBQ, C&NW, CRI&P, CRR of NJ, DL&W, Erie, GN, IC, L&N, LV, L&WV, MC, ME, Milwaukee, M&StL, NJ, NKP, NP, NYNH&H, NYS&W, RDG, S&E, Soo, ST, UP, Wabash, WM. Overhead carriers: D&H, L&HRR, L&NE, P&WV. Rail billed truckload freight at truck competitive rates. Railroad lcl shipped between Hammond and Indianapolis, Ind. Executive in Charge of Piggy-Back Development: C. R. Phillips, manager - Trailer Maid Service.

New York Central System

Plans 2, 3, 4, 5; interline arrangements AT&SF, CB&Q, CMStP&P, L&N, MoPac; negotiating with other lines. Flexi-Van Service, door-to-door employing demountable vans. Handling only freight on rail billing. Arrangements have been made for movement of perishables in refrigerated service. Executive in Charge of Piggy-Back Development: R. L. Milbourne, director-Flexi-Van sales and service. Provide transportation for van - type containers which are interchangeable with other forms of transportation with complete door-to-door service. Through service with other carriers and interline cars carrying containers with other railroads.

New York, Susquehanna & Western

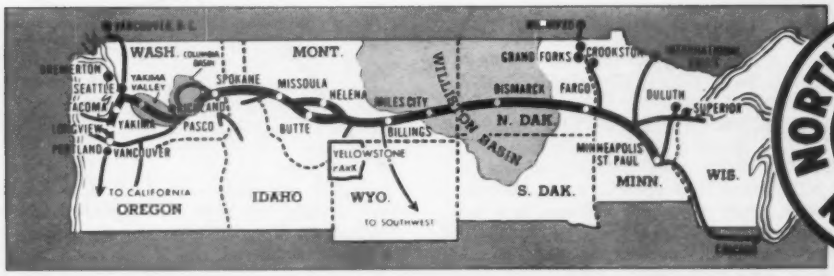
Plan 2; interline with DL&W, Erie, Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy - Back Development: George E. Dove, president-traffic.

NP MAKES HISTORY IN CROSS-COUNTRY PIGGYBACK!

ON JUNE 13, 1960, these Ford Thunderbirds left the Northern Pacific yards in Minneapolis, bound for Seattle. Three nights later they arrived, to complete the first northern transcontinental TOFC shipment of motor cars ever made to Puget Sound. The photograph shows the cars being unloaded at Seattle Stacy Street yard ramp. (Northern Pacific provides similar facilities at principal terminals.)

ON JUNE 18, 1960, these American Motors Ramblers left the Northern Pacific yards in Minneapolis, bound for Spokane. Three mornings later they arrived, to complete the first Northern transcontinental shipment of motor cars loaded 6 cars to a trailer —12 to a flat car. Both shipments moved on 85-foot flat cars supplied by the Trailer Train Company, which Northern Pacific has joined to supplement its own piggyback equipment.

LOOKING FOR EXPEDITED PIGGYBACK SERVICE? LOOK TO NP! A continuing program of expansion in Customized Freight Equipment means fast, efficient, dependable handling for shippers—the right equipment for the need—on NP! For complete information, call your local NP traffic representative or write to Otto Kopp, Vice President-Traffic, Northern Pacific Railway, St. Paul 1, Minnesota.



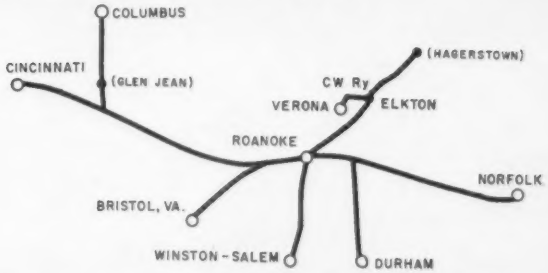
NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC—really terrific!

Nickel Plate Road (NYC&StL)

Plans 2 and 3; transport tank trailers on flatcars; interline with AD&N, A&LM, AT&SF, B&LE, B&M, CB&Q, C&EI, CofNJ, C&NW, CRI&P, C&S, DK&S, DL&W, Erie, FW&D, GC&SF, KCS, L&A, LV, L&WV, MEC, MKT, MK&TofT, Monon, MP, M&StL, NYNH&H, NYS&W, NorPac, P&SF, P&WF, RDG, StLSF, StLSFofT, StLSW, SoPac, T&NM, T&NO, T&P, UP, Wabash, WM, WMW&MW, WP. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: C. G. Cruickshank, assistant vice president-sales.

Norfolk & Western Railway



Plans 1, 2, 3; interline with PRR via Hagerstown, Md., to Kearny, N.J., and Philadelphia. Via Columbus, Ohio, to Chicago, Detroit, Indianapolis, St. Louis, and Toledo. Via Cincinnati, Ohio, to Hamilton, Ohio. Interline with L&N via Cincinnati, Ohio, to Louisville, Ky., and St. Louis, Mo. Interline with DT&I via Glen Jean, Ohio, to Detroit. Executive in Charge of Piggy-Back Development: Aubrey T. Mason, assistant to freight traffic manager.

Northern Pacific Railway

Plans 1 (limited application), 2, 3, 4, 5; interline with CB&Q, C&NW, CRI&P, M&StL, Soo, SP&S, SP. Rail billed lcl freight at rail rates. Rail billed tl freight at truck competitive rates. Both local and interline service is available between principal points on a system-wide basis and is available to and from all Northern Pacific stations in Montana, through a service arrangement with Northern Pacific Transport Co., a wholly-owned subsidiary. Executive in Charge of Piggy-Back Development: Otto Kopp, vice president-traffic.

Lehigh and Hudson River

Performs tofc service as an intermediate carrier only, interlining with DL&W, LV, and NYNH&H. Operates Plans 2 and 3.

Long Island

Service in connection with the PRR and their connections and to a limited extent with the Lehigh Valley. Service is to and from Queens County on Plan 2.

Pennsylvania Railroad

Plans 1, 2, 3, 4; interline with AT&SF, ACL, B&M, C&NW, CB&Q, CMStP&P, C&S, CRI&P, D&RGW, GB&W, IC, GN, KCS, M&StL, MKT, MP, NH, N&W, NP, RF&P, Soo, StLSF, SAL, SP, T&P, UP, WAB, Rail Billed lcl freight between Ft. Wayne and Grand Rapids, Indianapolis and Louisville, Indianapolis and Terre Haute only on a daily basis; irregularly between other points. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Shipper owned or leased trailers or trailers on flatcars at a charge per flatcar. Executive in Charge of Piggy-Back Development: H. E. Simmons, manager-TrucTrain sales.

SOO LINE reports MORE PROGRESS in

PIGGY-BACK

NEWEST OF FREIGHT TRANSPORTATION SERVICES

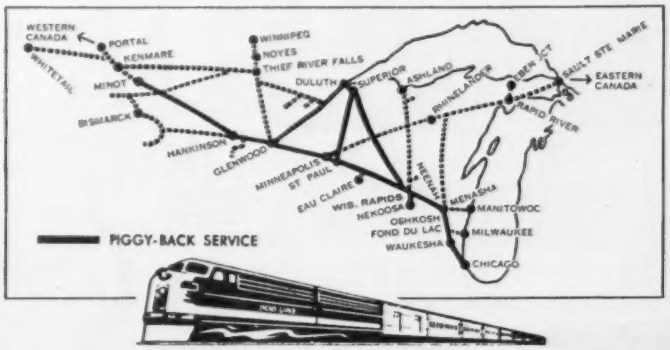
In 1960 Soo Line increased its piggy-back equipment by 40% and almost doubled its mileage in rail-van operations. Progress continues in 1960 and further expansion is under way.

Soo line now hauls piggy-back freight between Minot-Minneapolis-St. Paul and Chicago; between the Twin Cities and Duluth-Superior and between Chicago and Duluth-Superior and Minot, N. D. along with intermediate Wisconsin points. It provides regular piggy-back service on more than 1400 miles of main line in Illinois, Wisconsin, Minnesota and North Dakota.

This fast modern transportation of freight in truck-trailers riding on railway flat cars has been provided by Soo Line for nearly 4 years, with more and more shippers using rail-van service. It is dependable seven days per week.

The expanded service is speeding freight interchanged with Soo Line's many important rail connections on piggy-back shipments to and from the East, West, South and Southwest.

We offer any piggy-back plan suitable to our patrons' needs.

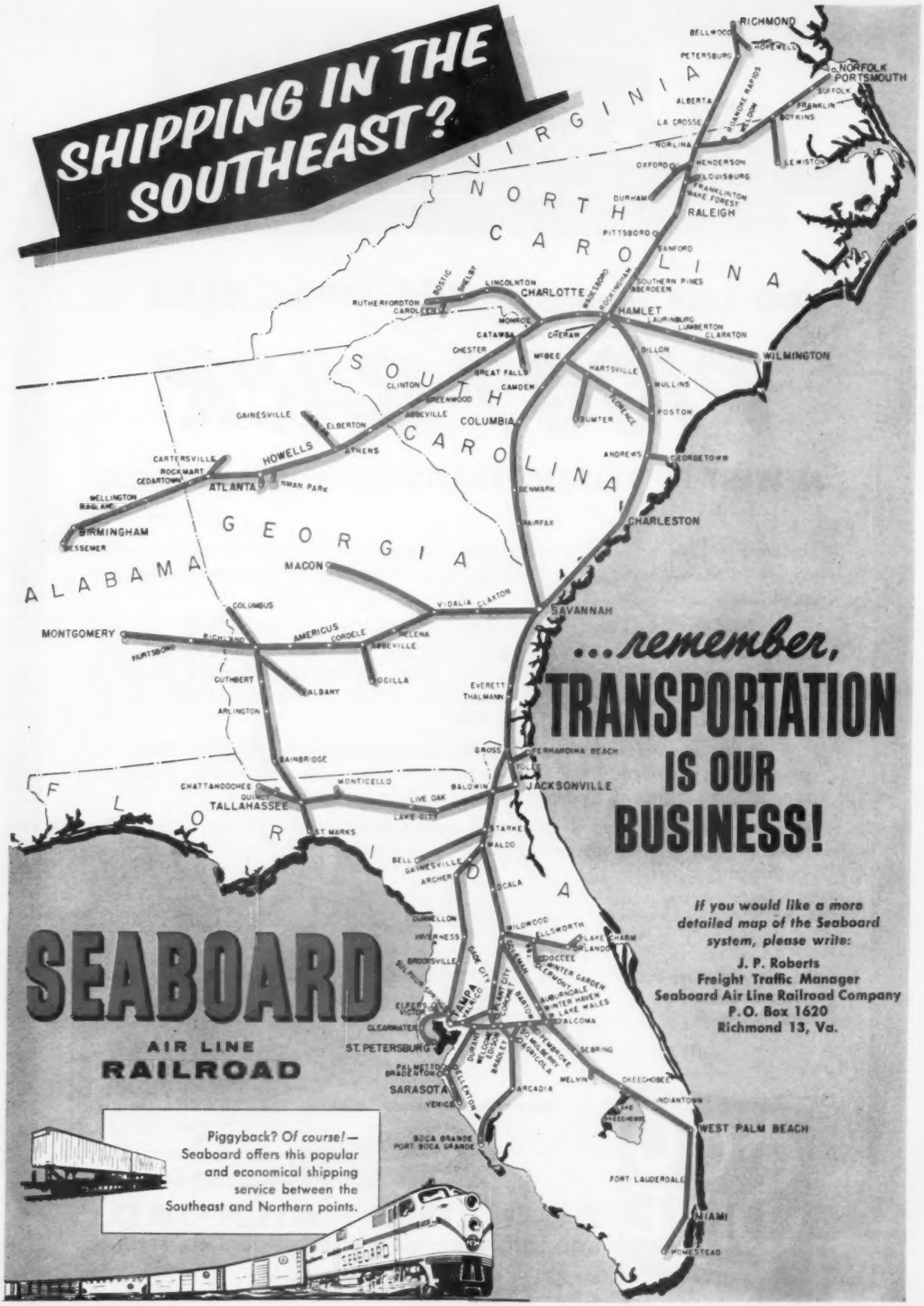


SOO LINE

SOO LINE RAILROAD

SOO LINE BUILDING • MINNEAPOLIS 40, MINN.

D. C. Simpson, Manager, Rail-Van-Merchandise Service
R. F. Berndt, Traffic Manager, Sales, Rail-Van-Merchandise Service


SHIPPING IN THE SOUTHEAST?
...remember,
TRANSPORTATION IS OUR BUSINESS!
If you would like a more detailed map of the Seaboard system, please write:
J. P. Roberts
Freight Traffic Manager
Seaboard Air Line Railroad Company
P.O. Box 1620
Richmond 13, Va.
SEABOARD
AIR LINE
RAILROAD
Piggyback? Of course!— Seaboard offers this popular and economical shipping service between the Southeast and Northern points.
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
FLORIDA
RICHMOND
NORFOLK
PORTSMOUTH
RALEIGH
CHARLOTTE
HAMLET
WILMINGTON
COLUMBIA
CHARLESTON
SAVANNAH
ATLANTA
BIRMINGHAM
MONTGOMERY
TALLAHASSEE
JACKSONVILLE
TAMPA
ST. PETERSBURG
SARASOTA
WEST PALM BEACH
MIAMI

Pittsburgh and Lake Erie

The P&LE operates Flexi-Van Service under Plans 2 and 3 as part of the New York Central System. For details and map see New York Central System listing.

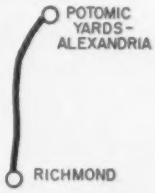
Quanah, Acme & Pacific Railway

Plans 2, 3, 4, and 5; Plan 2 interline with the Frisco and FW&D via Frisco—QA&P-Quanah-FW&D. Plans 3 and 4 in connection with the Frisco and ATSF via Frisco-QA&P-Floydada-Santa Fe. Plan 5 in connection with the Frisco and concurring motor carriers via Frisco-QA&P-Floydada, Texas, thence motor carriers beyond. (See St. Louis-San Francisco.) Executive in Charge of Piggy-Back Development: W. L. Richardson, executive vice president.

Reading Company

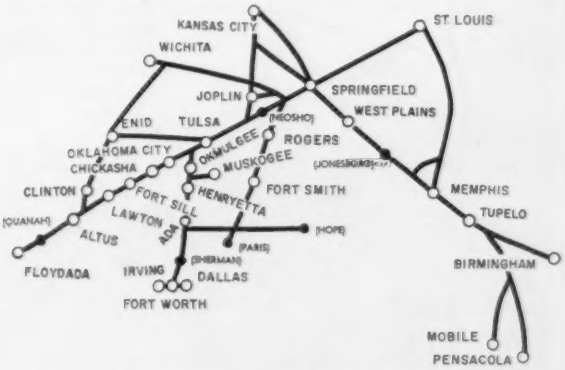
Plans 2 and 3; transport empty tank trailers on flat cars; interline with AD&N, A&LM, AT&SF, CB&Q, C&NW, CRI&P, C&S, DK&S, FW&D, GC&SF, KCS, L&A, MP, Monon, M&StL, NKP, P&SF, StLSW, TNM, T&NO, T&P, UP, Wabash, WMW&MW. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: J. H. Miller, Jr., manager-TOFC Service.

Richmond, Fredericksburg & Potomac



Plans 1, 2, 3, 4, 5; interline with B&O and PRR at Potomac Yard, Va.; ACL and SAL at Richmond, Va. Service with PRR and SAL applies between Kearny, N.J., and Philadelphia, Pa., on the one end and Atlanta, Ga.; Birmingham, Ala.; Miami, Fla.; and Tampa, Fla., on the other. Executive in Charge of Piggy-Back Development: W. E. Turner, vice president-traffic and industrial development. Provide transportation for van-type containers which are interchangeable with other forms of transportation. Service provided only when shipper owns containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads.

St. Louis-San Francisco Railway



Plans 1, 2, 3, 4, 5; transport tank trailers on flatcars; interline with AT&N, ATSF, B&O, C&EI, C&NW, CB&Q, CRI&P, FW&D, GC&SF, IC, KCS, L&A, L&N, MKTT, NKP, PRR, QA&P, StL SW, Sand Springs, SP, T&P, UP, Wabash. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of Frisco Transportation Co., a subsidiary company. (See also Quanah, Acme & Pacific listing.) Executive in Charge of Piggy-Back Development: W. R. Eilers, manager-TOFC sales.

St. Louis Southwestern Railway

Plans 2, 3, 4; interline with B&LE, B&M, B&O, CB&Q, C&EI,, CRRNJ C&NW, CRI&P, C&S, CStPM&O, RDG, D&H, DL&W, Erie, FWDC, IC, L&A - KCS, LI, L&N, L&NW, LV, MKT, MoPac, M&StL, NJI&I, NKP, NL&G, NYNH&H, NYS-&W, PRR, SP, StLSF, Wabash, WM. Rail billed truckload freight at truck competitive rates. Highway common carrier freight of subsidiary company, with some rail billed lcl freight in return. Eecutive in Charge of Piggy-Back Development: G. W. Heuermann, general traffic manager.

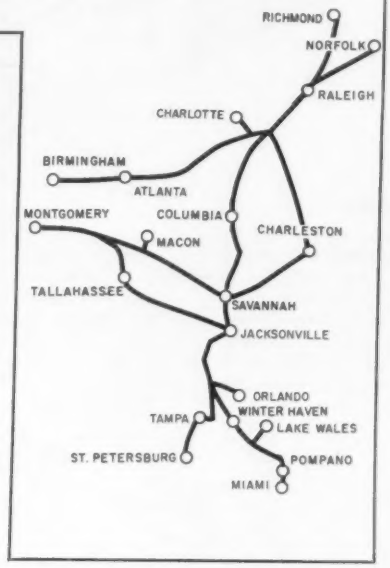
When the name of a city is shown on a map without parentheses, it designates a ramp location. This city also may be an interline point. When the name of the city appears in parentheses, it means an interline point with no ramp.

Seaboard Air Line Railroad

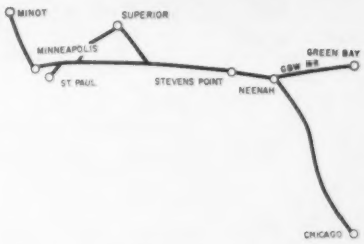
Plans 1, 2, 3, 4, 5. Plan 1 interline with PRR-RF&P between Kearny, N.J.; Philadelphia; and Charlotte, N. C.; Charleston, S. C.; Atlanta and Savannah, Ga.; and Jacksonville, Orlando, Tampa, Miami, Fla. Interline.

Western Maryland Railway

Plans 2 and 3; interline with major roads to provide service to about 1800 stations in Western Trunk Line, Southwestern Lines, and Eastern territories. Rail billed truckload freight at truck competitive rates. Executive in charge of Piggy-Back Development: William L. Weinacht, rail-truck tm.

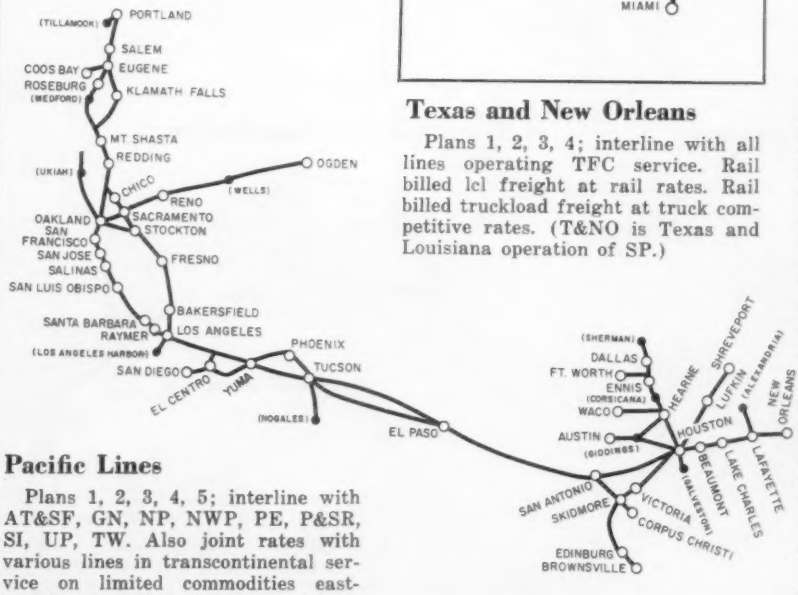


Soo Line (MStP&SSM)



Plan 2; interline with ATSF, B&O, C&EI, CRI&P, DL&W, Erie, GN, GB&W, M&StL, Monon, NKP PRR, Wabash. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. Executive in Charge of Piggy-Back Development: D. C. Simpson, manager - rail - van and merchandise service.

Southern Pacific Co.



Texas and New Orleans

Plans 1, 2, 3, 4; interline with all lines operating TFC service. Rail billed lcl freight at rail rates. Rail billed truckload freight at truck competitive rates. (T&NO is Texas and Louisiana operation of SP.)

Texas & Pacific Railway

Plans 2, 3, 4, 5. Interline rates through St. Louis and Kansas City gateways in connection with MP; with all lines north thereof that have tofc service; with the IC through Shreveport and New Orleans, La.; the L&N through New Orleans; and the StSF through Memphis from limited origins in the Southeast to and from all stations on the T&P, TNM, and WMW&NW. Executive in Charge of Piggy-Back Development: M. L. Craig, manager-piggy-back sales. Provide transportation for van-type containers which are interchangeable with other forms of transportation only when the shipper owns the containers and these can be carried on standard flatcars. Through service with highway carriers; and interline cars carrying containers with other railroads. (See also Missouri Pacific listing.)

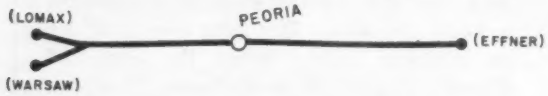
Pacific Lines

Plans 1, 2, 3, 4, 5; interline with AT&SF, GN, NP, NWP, PE, P&SR, SI, UP, TW. Also joint rates with various lines in transcontinental service on limited commodities eastbound and westbound. Transport tank trailers on flatcars. Rail billed lcl freight at rail rates at our convenience when tonnage warrants. Rail billed truckload freight at truck competitive rates. Highway common carrier trailers at a per trailer charge. Transports van-type containers which are interchangeable with other forms of transportation. Complete door-to-door service. Provide service only when the shipper owns the containers and these can be carried on standard flatcars. Interline cars carrying containers with other railroads and participate in a tariff for the movement of containerized household goods.

How to Use Guide

Maps used here are not intended to be exact replicas of the official railroad maps; nor do they necessarily show the complete system for each road. They were prepared to give a general idea of the piggy-back area covered by each road, and ramp locations. Service is not restricted to ramp cities. Through substitute motor carrier service, contracts carrier arrangements, etc., most of the roads serve all or most of the off and on-line stations in their territories. Interline agreements extend the number of points served by each railroad to hundreds, and in many cases thousands. Cities in small type (parentheses) are not ramp cities.

Toledo, Peoria & Western Railroad Co.



Plans 1, 2, 3, 4, 5; interline. Executive in Charge of Piggy-Back Development: J. R. Coulter, president.

NOW! 5 "PIGGY-BACK" PLANS BY WABASH

Now—tailor Wabash "Piggy Back" service to best meet your needs. Let Wabash carry your shipments quickly and safely on "Trailer Train" roller-bearing cars to any of hundreds of points in America. New facilities . . . full range of specialized equipment. Call your nearest Wabash representative!

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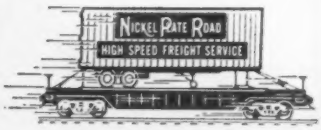
Dependable All-Weather Door-to-Door Service

Expedited service between Chicago, Toledo, Cleveland, Buffalo and St. Louis, or between these points and principal eastern, western and southwestern destinations. Corresponding Nickel Plate service between substantially all important eastern points and the West and Southwest.

Open-top, closed and insulated vans; flat beds and other types of trailers available to suit shippers' or consignees' requirements.



FOR RATES AND SCHEDULES CONTACT

Nickel Plate Road
Terminal Tower
Cleveland 1, Ohio

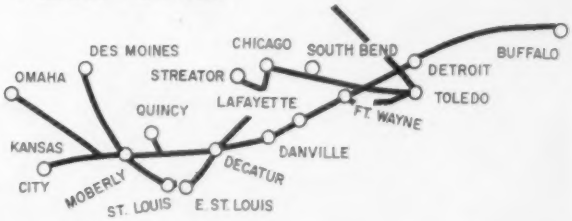
NICKEL PLATE ROAD

Or look under "Railroads" in the yellow pages of your phone book

Union Pacific Railroad

Plans 1, 2, 3, 4, 5; interline exchanging equipment with many connecting lines in offering transcontinental service. Interline and exchange of equipment with C&NW, IC, SP, UP, Wabash, others. Flatcars owned by UP; tractors and trailers owned by Union Pacific Motor Freight Co.

Wabash Railroad



Plans 1, 2, 3, 4, 5. Limited transport of tank trailers on flatcars. Interline with A&LM, AD&N, AT&SF, B&M, M&O, CB&Q, C&EI, C&IM, C&NW, CRI&P, CRRNJ, C&S, D&H, DK&S, DL&W, D&PS, Erie, FW&D, GC&SF, IC, KCS, KO&G, L&A, L&H, LI, L&N, L&NE, LV, L&WV, MKT, MKTT, MP, M&StL, Monon, NJI&I, NKP, NL&G, NYNH&H, NYS&W, PRR, P&SF, RDG, StLSF, StLSFT, StLSW, SP, TNM, T&NO, T&P, UP, WMW&NW, WM. Executive in Charge of Piggy-Back Development: William G. Duchek, manager-trailer-train service.

Western Pacific Railroad

Plans 1, 2, 3, 4; Plan 1 SF Bay Area—Central Valley California points to Salt Lake City. Plan 2 local and transcontinental interlining with AT&SF, D&RGW, GN, UP. Plan 4 transcontinental interlining with same. Executive in Charge of Piggy-Back Development: C. G. Hartje, Jr., sales manager-tofc service.

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MATERIALS HANDLING

WATER
TRANSPORTATION

Fishy-Back Guide

Trailerships and containerships, already well established in service to the 49th and 50th states, also are growing in importance on other foreign trade routes. Each company's service is listed. **130**

Inland Waterway Maps

The inland waterways of the U. S. are illustrated by two maps in this section which show the major port areas along with the waterways which connect to make the system one that is handling an increasing quantity of traffic from main shipping areas. **134**

Directory of U. S. Ports

Gives ports complete with their facilities, the ship lines which use the port and its facilities, warehouses located in and near the port area, and port development groups which provide information. **136**

A limited supply of reprints of this section is available. Additional copies are available by writing to The Editor, DISTRIBUTION AGE, 56th & Chestnut Sts., Philadelphia 39, Pa., on a company letterhead.

Fishy-Back Guide

Here are the results of DA's poling of major steamship lines to find how they treat containerization in their industry and what they are doing to make it more attractive and beneficial to you the shipper

THERE has been much talk about last frontiers and undeveloped opportunities. Certainly among such virgin territory, there will crop up a storm of acceptance for fishy-back. To date, acceptance has been unspectacular, but growing nevertheless.

This Fishy-Back Guide gives DA a chance to make public tabulations from its recent survey of the major steamship lines. We tried first to discover which steamship lines provide transportation for containers or trailers which can be interchanged with other forms of transportation.

There followed a depth investigation into how the containers are handled, whether or not the company's service is of a complete door-to-door nature, and whether the trailers or containers are provided by the steamship lines, etc.

The etcetera is important. From it we find that three of the answering lines handle both trailers and containers; also that six of the lines transport household goods in containerized fashion and three of them provide a complete door-to-door service. Four of the steamship lines provide a coastwise service.

The number of lines mixing

with containerization may seem small, but when related to the problems of bringing a stable containerization program to the steamship lines the difficulty appears in true perspective. Whether the continued interest of many of the lines will be enough to eventually evolve a system remains to be seen.

In fishy-back, the containers are handled on various vessels: containerships, trailerships, below deck on regular ships, as deck cargo on regular ships—even on barges. The methods for the physical handling of the containers vary from on-ship gantry cranes to dock-side fork trucks.

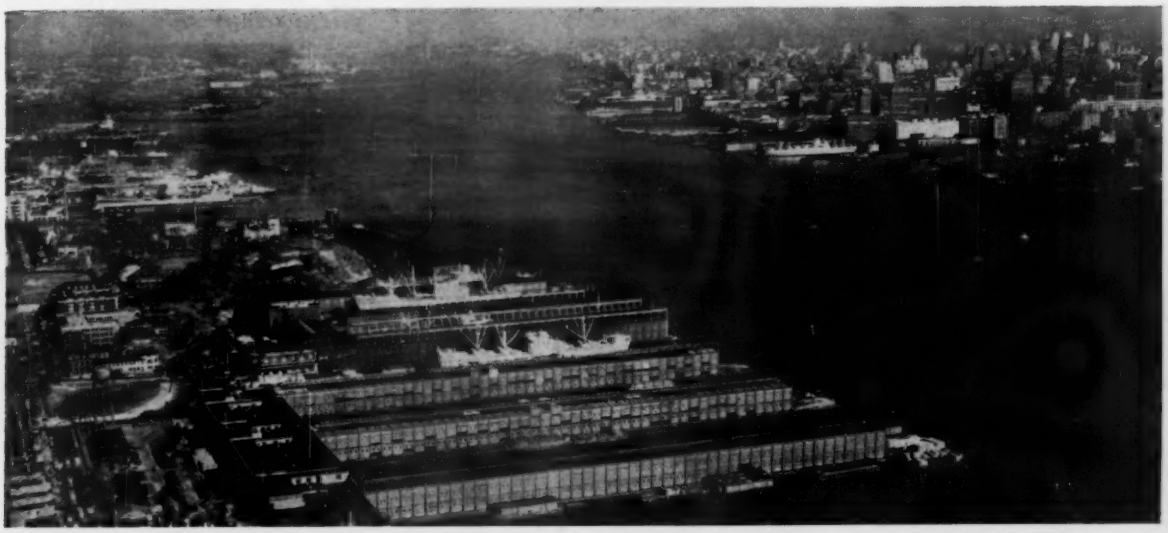
The full benefits of containerization will be apparent when a unit shipment of household goods or other solids can travel across continents without the reopening and heavy documentation now necessary. Costs of handling will drop as speed of handling rises.

What are the things which hinder complete acceptance? They include things like handling arrangements and different tie-down systems. The method of handling is not an easy piece of pie to dish. Hooks, overhead cranes with spreader bars, straddle carriers, fork trucks are some of the means considered and used. The details are graphically illustrated in this section. ●

(Please Turn Page)

Fishy-Back Service

	Provide Transportation For											
	Containers	Trailers	Containerships	Trailerships	Deck cargo on regular ships	Below deck on regular ships	Barges	Provide trailers or containers	Transport only those provided by shipper	Gantwise	Transport hbg.	Door-to-door
Alaska Steamship Co.	Y	Y	—	—	Y	Y	—	Y	—	Y	Y	N
American President Lines	Y	N	Y	—	Y	Y	—	Y	N	Y	Y	N
Erie & St. Lawrence Corp.	Y	Y	Y	Y	—	—	—	—	Y	Y	Y	Y
Federal Barge Lines, Inc.	N	N	—	—	—	—	—	—	—	—	—	—
Grace Line	Y	—	Y	—	—	Y	—	Y	N	N	Y	Y
Gulf Canal Lines, Inc.	N	Y	—	Y	—	—	Y	Y	Y	Y	N	Y
Matson Navigation Co.	Y	Y	Y	—	Y	—	—	Y	—	N	N	N
Mississippi Valley Barge Line Co.	N	N	—	—	—	—	—	—	—	—	—	—
Panama Steamship Line	Y	N	—	—	—	Y	—	Y	—	N	Y	N
The Peninsular & Occidental Steamship	N	N	—	—	—	—	—	—	—	—	—	—
Puget Sound Freight Lines	N	N	—	—	—	—	—	—	—	—	—	—
United Fruit Co.	Y	N	—	—	—	Y	—	Y	—	N	N	N
United States Lines	Y	N	—	—	—	Y	—	Y	—	N	Y	N
Wisconsin & Michigan Steamship Co.	N	N	—	—	—	—	—	—	—	—	—	—



Fishy-Back Guide . . .

(Continued from Preceding Page)

Alaska Steamship Co.

Transports containers and trailers which can be interchanged with other forms of transportation. Handled as deck cargo on regular ships. Provide trailers and containers for this. Coastwise service. Transports loaded trailers and containers belonging to owners of cargo. Transports household goods overseas in containers loaded at the shipper's residence. Through service under one bill-of-lading for door-to-door transport of general merchandise in cooperation with Alaska Railroad, also truck-lines.

American President Lines

Provides transportation for containers which can be interchanged with other forms of transportation. Handled on containerships, below deck on regular ships, as deck cargo on regular ships. Provides containers. Coastwise container service. Transports loaded containers which belong to the owners of the cargo. Transports household goods overseas in containers loaded at shipper's residence.

Traffic Women Aid Charity

Miss Esther Schabacker (left) of Associated Transport, Inc., chairman of the Ways and Means Committee of the Women's Traffic Club of New York, is shown presenting a $908.13 check to Mrs. J. Truman Bidwell of the New York Arthritis and Rheumatism Foundation. The traffic women raised the amount at their Straw Hat luncheon and card party

Erie & St. Lawrence Corp.

Provides transportation for containers and trailers which can be interchanged for inland transportation. Handled on combination container and trailer ship. Provides trailers and containers for the service. Transports containers and trailers belonging to shippers, also containers and trailers of others. Provides complete door-to-door container service including pick-up and delivery with coastwise container and trailer service. Transports loaded trailers and containers owned by the owners of the cargo. Transports household goods overseas in containers loaded at shipper's residence. Has service under one bill-of-lading for door-to-door transport of general merchandise in cooperation with highway common carriers.

Grace Line, Inc.

Provides transportation for containers which can be interchanged with other forms of transportation. Handled on containerships and below deck on regular ships. Provides containers for the service. Complete door-to-door container service including pick-up and delivery. Transports loaded containers which are owned by owners of cargo. Transport household goods overseas in containers loaded at shipper's residence.

Gulf-Canal Lines, Inc.

Provides transportation for trailers which can be interchanged with other forms of carriage. Handled on trailerships and barges. Provides trailers for this service and transports trailers belonging to shippers. Has complete door-to-door container service including pick-up and delivery. Provides coastwise trailer service. Offers inland waterway transport of trailers performed as substitute services for motor common carriers. Through service under one bill-of-lading for door-to-door transport of general merchandise in cooperation with all connecting common carrier truck lines.

Matson Navigation Co.

Provides transportation for containers and trailers which can be interchanged with other forms of transportation. Trailers are skeletal chassis (detachable). Handled on containerships and as deck cargo on general cargo ships. Trailers and containers provided. Service includes pick-up. Transports loaded trailers and containers which are owned by owners of cargo if they meet Matson specifications.

Panama Steamship Line

Provides transportation for containers which can be interchanged with other forms of transportation. Handled below deck on regular ships. Provides containers for this service. Transports loaded containers which are owned by the owners of the cargo. Transports household goods overseas in containers loaded at shipper's residence.

United Fruit Co.

Provides transportation for containers which can be interchanged with other forms of transportation. Handled below deck on regular ships. Provides containers for this service. This container service is on a limited basis.

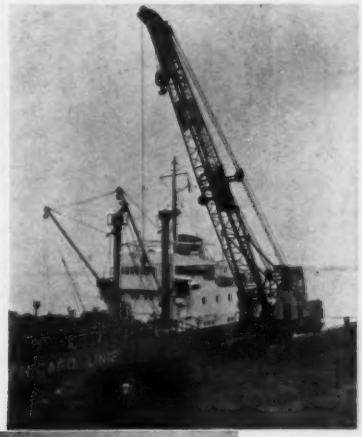
United States Lines

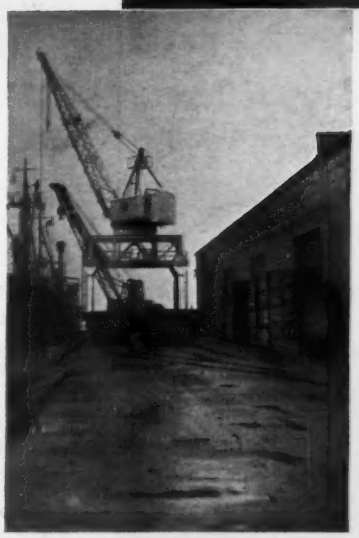
Provides transportation for containers which can be interchanged with other forms of transportation. Handled below deck on regular ships. Provides containers for this service. Transports loaded containers which are owned by owners of cargo. Transports household goods overseas in containers loaded at shipper's residence.

All Containers on Deck

With present deck gear and booms, the Bull Lines has installed a manual-semi-automatic system of spreaders for deck-loading of containers. The containers used in the operation have special corner castings. The fittings lock the containers to the deck. National Malleable and Steel Castings Co. makes the system

Port Gets Equipment



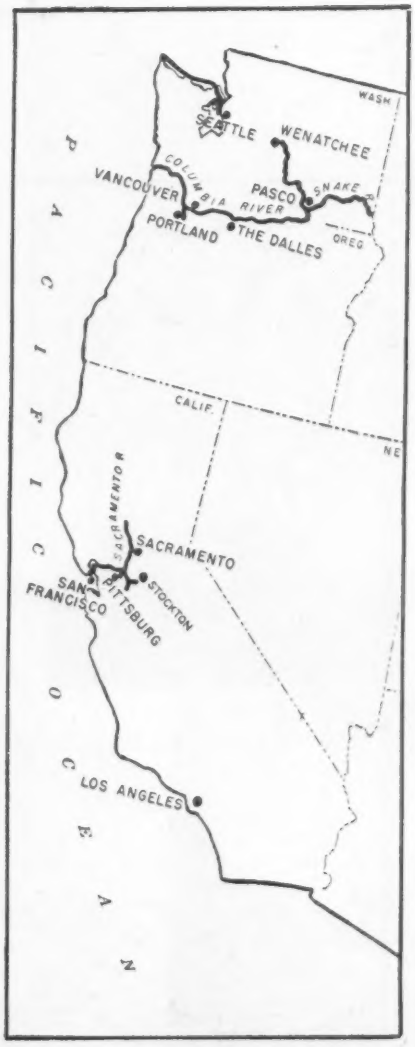


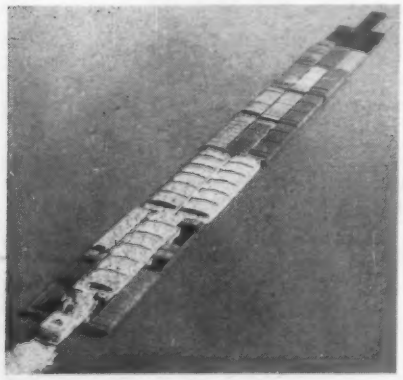
Among new equipment now in use at the Port of Erie are a crawler-type crane and a traveling gantry crane. The 140-ton heavy-lift crawler crane has a 120-ft high boom. The 30-ton traveling gantry crane is electric and travels along the Port's shipside apron

Push-Type Diesel Towboat

The Rockland County is the first modern push-type towboat especially designed for the Hudson River. The twin-screw Dravo Corp.-designed vessel will move barge tows of crushed stone from quarries along the Hudson to New York Harbor. It was built for the Cornell Steamboat Co.

Inland Waterways





NAVIGABLE LENGTHS AND DEPTHS[1] OF UNITED STATES INLAND WATERWAY ROUTES

GROUP	Length in Miles of Waterways					
	Under 6 ft.	6 to 9 ft.	9 to 12 ft.	12 to 14 ft.	14 ft. and over	Total
Atlantic Coast Waterways (exclusive of Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.) but including New York State Barge Canal System.	1,563	1,445	589	965	1,241	5,803
Atlantic Intracoastal Waterway from Norfolk, Va., to Key West, Fla.	—	158	65	1,104	—	1,327
Gulf Coast Waterways (exclusive of Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border)	2,174	819	2,095	270	372	5,730
Gulf Intracoastal Waterway from St. Marks River, Fla., to Mexican Border (including Plaquemine-Morgan City Alternate Route)	—	—	—	1,173	—	1,173
Mississippi River System	4,829	1,491	5,008	755	268	12,351
Pacific Coast Waterways	733	515	237	27	461	1,973
All Other Waterways	100	148	14	8	369	639
Grand Total	9,399	4,576	8,008	4,302	2,711	28,996

1 Generally, the mileages are shown by authorized depths. In those instances where no authorized depths were assigned to the waterways, the controlling depths are used. "Authorized Depths" mean depths authorized by the Congress of the United States in legislation authorizing the improvement of waterways.

Source: Based on tabulation of "Mileage of United States Waterways Authorized for Improvement and Improved by the Corps of Engineers", issued June 30, 1952 (latest available) by the Board of Engineers for Rivers and Harbors, Corps of Engineers, United States Army.

TRAFFIC TRANSPORTED ON INLAND WATERWAYS OF U. S. (EXCLUSIVE OF GREAT LAKES), FOR CALENDAR YEARS SHOWN

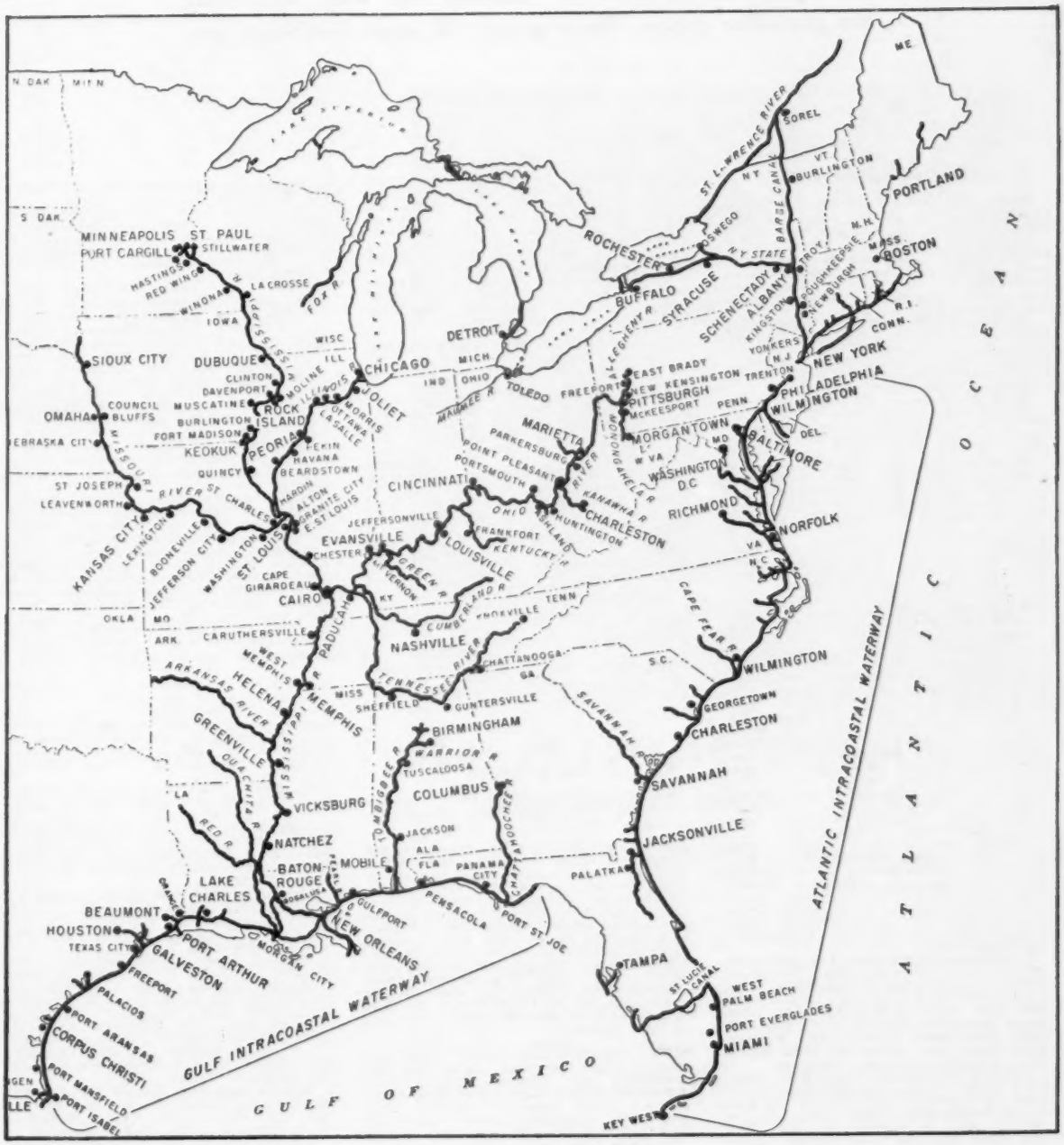
Year	Net Tons of 2,000 Pounds [1]	Ton-Miles
1931	179,735,000	9,233,369,320
1940	366,835,582	22,411,961,000
1950	[2] 297,694,832	51,656,637,000
1954	[2] 319,780,826	82,503,839,000
1955	[2] 362,555,910	97,662,567,000
1956	[2] 384,097,615	109,313,274,000
1957	[2] 391,889,975	114,561,469,000
1958	366,493,823	109,131,151,000

1 Figures are after elimination of known duplications resulting from reporting of identical shipments over two or more waterways except that the figures for 1947 and subsequent years represent originated traffic.

2 Figures for 1947 and subsequent years appear low as compared with those of previous years for the reason that the traffic for 1947 and subsequent years was compiled by the Corps of Engineers for Rivers and Harbors under a new statistical system with mechanical tabulating processes which analyzed the traffic and eliminated duplications more thoroughly than in the years prior to 1947.

Source: Corps of Engineers, Department of The Army.

of the United States



Directory of U.S. Ports

Listed below are the centers of U. S. import and export commerce. For each there is a list of facilities, ship lines, warehouses, and promotion groups. These groups will supply additional data

Port of Baltimore

Baltimore's imports totalled 16,721,786 tons in 1958. Her exports totalled 5,702,-678 tons. There were 5597 sailings.

PIERS AND FACILITIES—32 covered and open piers and facilities for loading and/or unloading 90 vessels. 12 piers and wharves for vessels in coastwise trade and for storage.

Public Ore Piers are B&O, Curtis Bay; Canton RR Cottman Pier, Lower Canton; PRR, Lower Canton; WMRwy., Port Covington. Coal Loading Piers are B&O, Curtis Bay; B&O, Locust Point; PRR, Canton; WMRwy., Port Covington.

Grain Elevators are B&O, Locust Point (3,880,000 bu); PRR, Lower Canton (4,-000,000 bu); WMRwy., Port Covington (4,880,000 bu). Fruit Piers B&O United Fruit Co. pier.

Heavy lift pier, B&O Crane Pier, Locust Point (1). Privately Owned Terminals: Rukert Terminals Corp., 1409 Thames St., Baltimore 31. Belt's Wharf Warehouses, Inc., 936 Fell St., Baltimore 31.

SHIP LINES—ANP Line, Alcoa Steamship Co., American & Australian Lines, American & Indian Line, American Export Lines, Inc., American Pioneer Line, American President Lines, American Republics Line, American Scantic Lines, Anchor Line, Ltd., Argentine State Line.

Baltimore Steam Packet Co. (Old Bay Line), Barber Line, Barber West African Line, Baron-lino Line, Belgian African Line, Belgian Line, Bermuda Line, Black Diamond Lines, Booth Line, Bristol City Line, Thos. & Jno. Brocklebank, Ltd. (Cunard), Brodin Line, Bull Insular Line.

C.T.O. Line, Calmar Line, Caribbean Line, Central Gulf Lines, Chargeurs Reunis, Chilean Line, Coldemar Line, Columbus Line, Compania Espanola de Navegacion Maritima, S.A., Concordia Line, Cosmopolitan Line, Crescent Line, Cunard Steam-Ship Co., Ltd.

Daido Line, Daido-Mediterranean Line, De La Rama Lines, Dodero Lines.

Eckert Line, Elder Dempster Lines, Ltd., Fabre Line, Farrell Lines, Inc., Fern-Ville Mediterranean Lines, Finland Steamship Co., Ltd., Finnlines, French Line. Grace line, Grancolombiana, Ltd.

Hamburg-American Line, Hansa Lines, Head Line & Lord Line, Hellenic Lines, Ltd., Holland-America Line, Holland-Interamerica Line.

Iino Lines, Irish Shipping, Ltd., Isbrandtsen Co., Inc., Isthmian Lines, Isthmian-Matson Joint Service, Ivaran Lines.

Java-New York Line, "K" Line, Khedivial Mail Line, Lamport & Holt Line, Lloyd Brasileiro, Maersk Line, Mamenic Line, Manchester Liners, Ltd., Mexican Line, Meyer Line, Mitsubishi Line, Mitsui Line, Moore-McCormack Lines, Inc.

Naviera Commercial Aspe, S.A., Nedlloyd Line, N.Y.K. Line, Norfolk, Baltimore & Carolina Line, North German Lloyd, Norton Line, O.S.K. Line.

Peninsular & Occidental S.S. Co., Philippine National Lines, Polish Ocean Line, Pope & Talbot Line, Port Line, Ltd., Prince Line, Ltd., Prudential Lines. Quaker Line. Robin Line, Royal Netherlands.

Scandinavian-American Line, The Scindia Steam Navigation Co., Ltd., Seven Stars (Africa) Line, Shinnihon Line, South African Marine Corp., Southern Cross Line, Spanish Line, Stevenson Lines, Swedish American Line & Swedish.

Transatlantic Line, Thorden Lines, Torm Lines, Turkish Cargo Line. United Fruit Co., United States Lines. Vacuba Line, Venezuelan Line, Viking Line.

Ward Line, West Coast Line, Weyerhaeuser Line, Wilhelmsen Line, Wilson Line. Yamashita Line, Yugoslav Line. Zim-Israel American Lines.

PUBLIC MERCHANDISE WAREHOUSES—Baltimore Bonded Warehouse Co., Hillen & Exeter Sts., 2; Belt's Wharf Warehouses, Inc., 936 Fell St., 31.

Camden Warehouses, Camden Station, 1; The Davidson Transfer & Storage Co., 6301 Pulaski Hwy., 3; Delmar Associates, Fisher Rd. & PRR; Fuchs Transfer Co., Inc., Hillen & Exeter Sts., 2; J. Norman Geipe Van Lines, Inc., 6323 Baltimore National Pike, 28; The Oriole Terminal & Transportation Co., 6301 Quad Ave., 5; Rowley Warehousing & Distributing Inc., 601 S. Fulton Ave., 23; Rukert Terminals Corp., 1409-17 Thames St., 31.

The Terminal Warehouse Co. of Baltimore City, Davis & Pleasant Sts., 11; Transit Storage Corp., Washington Blvd. at Canton Ave., Western Maryland Warehouse Co., Hillen & High Sts., 2.

The Baltimore Cold Storage Co., 17 E. Pratt St., 15; Consolidated Cold Storage, 416 Eutaw St., 1; Merchants Terminal Corp., Monument & Forrest, 2.

PORT DEVELOPMENT GROUPS—Maryland Port Authority, Joseph L. Stanton, exec. dir., Pier 2, Pratt St., Baltimore 2.

Port of Boston

The Port of Boston, currently handles an average of one and a half million tons of cargo per month.

PIERS AND FACILITIES—There are 259 piers and 30 miles of berthing space in the Port of Boston. They are located in South Boston (served by NYNH&HRR), Charlestown (B&MRR), East Boston (NYC-B&A Div. RR) and those in the city proper (Union Freight RR). Terminals are the Army Base, Castle Island and Commonwealth Pier in South Boston; Hoosac Pier, Hoosac Grain Elevator, Mystic Pier Coal Discharging Plant (Mystic Coal Dock Inc.) and Wiggin Terminals, Inc. at Charlestown; the National Dock & Storage Warehouse Co., in East Boston.

SHIP LINES—Alcoa Line, American-African Line, American and Australian Steamship Line, American Export Lines, American Indian Line, American Manchurian Line, American Pioneer Line, American President Lines, American West African Line, Anchor Line, Argentine State Line, Arrow Line.

Bank Line, Barber-Fern-Ville Line, Black Diamond Line, Blue Funnel Line, Blue Peter Steamship Ltd., Booth Line, Brodin Line. Canada, Cuba, Mexico, Chilean Line; Clan Line, Coldman Line; Concordia Line; Cosmopolitan Line; Cunard Steamship Co., Ltd.

De LaRama Line, Dodero Lines, Louis Dreyfus Lines. Eckert Line, Elder Dempster Lines Ltd., Ellerman's Wilson Line. Farrell Lines Inc., Finland Steamship Co., Inc., Finnlines, French Line, Furness Warren Line.

Grace Line, Gran Columbian Line, Greek Line. Hamburg American Line, Hellenic Lines, Hoegh-Silver Line, Holland-American Line. India American Line, Isbrandtsen Co., Inc., Isthmian Steamship Co., Italian Line, Ivaran Lines.

Java New York Line. Khedivial Mail Line, Kokusai Line. Lamport and Holt Line Ltd., Luckenbach Lines. Maersk Line, Mitsui Line, Montreal, Australia, New Zealand Line, Ltd., Moore-McCormack Lines.

Nedlloyd Line; Nippon-Yusen Kaisha, Norgulf Lines; North American Lloyd Line; Norton Line; Norwegian-America Line.

O.K. Service Line, Osaka Shosen Kaisha. Philippine National Lines, Pope and Talbot, Port and Associated Lines, Ltd., Prince Line, Prudential Line.

Red Star Line, Robin Lines. South African Marine Corp., Southern Cross Line, States Marine Lines, Stevenson Line, Swedish American Line and Transatlantic Steamship Co. (Joint Service).

Thorden Lines, Torm Line, Union Castle Mail SS. Co., United States Lines, U. S. Navigation Co. West Coast Line, Weyerhauser Line, Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES—Atlas Terminal Stores, Inc., 312 Congress St., 10; Bill's City Transfer, Inc., 66 Locust St., 25; Boston Storage Warehouse Co., 22 Forsyth St., 15; Boston Tidewater Terminal, Inc., 666 Summer St.; Bowker Storage & Distributing Co., Inc., 313 Congress St., 10.

Eastern Storage Whse. Co., 177 Everett Ave.; Federal Warehouse, Inc., 34 Midway St., 10; Fitz Warehouse Corp., 137 Kneeland St., 11; Hartford Despatch & Warehouse Co., Smith Place; Hoosac Storage & Warehouse Co., Lechmere Square, 41; Kelso Warehouses, Inc., 1-7 Union Wharf, 13.

Merchants Warehouse Co. Operating Charles River Stores, 131 Beverly St., 14; Metropolitan Storage Warehouse Co., 134 Massachusetts Ave., 39; Mills Transfer Co., 51 Sleeper St.

National Dock & Storage Warehouse Co., 25 Lewis St., East Boston 28; New England Storage Warehouse Co., 32 George St., 19; R. A. D. I. N. Inc., 340 Rutherford Ave., 29; Remy Moving & Storage Corp., 727 Shawmut Ave., 19; Service Warehouse Co., 31 Lewis Wharf, 10; Standard Storage Co., 108 Holton St., 35; Suffolk Storage Warehouse Co., 100 Northampton St., 19.

Wiggin Terminals Inc., 50 Terminal St., 29; Commonwealth Ice & Cold Storage Co., 220 Northern Ave.; Quincy Market C. S. & Whse. Co., 173 Atlantic Ave., 10.

PORT DEVELOPMENT GROUPS—Massachusetts Port Authority, 14 Court Sq., Boston, Mass., and Greater Boston Chamber of Commerce, 125 High St., Boston, Mass.

Port of Buffalo

Buffalo is one of the largest Great Lakes ports whose volume of waterborne commerce has been steadily increasing until it now averages over 23 million tons annually.

PIERS AND FACILITIES—74 piers and wharves. Niagara Frontier Port Authority owns and administers the Municipal Piers, operated by Seaway Cargo Handlers, Inc. for bulk storage; the Templeton Terminal; and the Buffalo Port Terminal. Switching railroads are the Buffalo Creek RR and the South Buffalo Ry. Line-haul railroads are the B&O, Erie, LV, DL&W, NYC and PRR. The PRR owns a coal, iron ore and limestone dock and the B&O and DL&W own coal wharves.

SHIP LINES—Bristol City Line Steamships, Ltd., Canadian Pacific-Great Lakes Steamship Service. Fabre Line, Finlake Line, Fjell-Fjord Lines, Fjell-Oranje Line, French Line, Furness Great Lakes Line.

Grace Line. Hamburg-American Line, Hapag Lloyd. Liverpool Liners, Ltd. Manchester Liners, Ltd., Montship-Capo Great Lakes Service.

Niagara Lines, Norton Lilly Company. Saguenay Terminals, Stag Line, Ltd., Swedish-American Line, Swedish-Chicago Lines. Wallenius Line.

PUBLIC MERCHANDISE WAREHOUSES—American Household Storage Co., 305 Niagara St., 1.

Bison Storage & Warehouse Corp., 1502 Niagara St., 13; Buffalo Merchandise Warehouses, Inc., 261 Great Arrow Ave., 7; Buffalo Port Terminal, operated by International Terminal Operating Co., Inc.

O. J. Glenn & Son, Inc., 204 Terrace, 2; Grant Terminal Warehouse Co., Inc., So. Park Ave. & Indiana.

Kencroft Warehouse, Div. Kencroft Malleable Co., Inc., 373 Hertel Ave., 7; The Keystone Warehouse Co., 541 Seneca St., 4; Knowlton Warehouse, Inc., 32 Mississippi St., 3.

Larkin Warehouse, Inc., 189 Van Rensselaer St., 15; Laub Warehouse, 1051 Clinton St., 6; Lederer Terminal Warehouse Co., Niagara Frontier Food Terminal, 6; Lincoln Carting, Inc., 69 Leddy St., 10; Lincoln Storage, 1109 Niagara.

Merchants Refrigerating Co., 975 Fuhrmann Blvd., 5.

National Terminal & Refrigerating Corp., 197 Scott St., 4. Plymouth Ave. Carting & Moving Co., 33 Plymouth Ave. Rogers Carting & Storage Co., 3612 Main St., 14.

Seneca Warehouse & Industrial Center, Inc., 701 Seneca St., 10. Wilson Warehouse, Inc., 290 Larkin St., 10.

PORT DEVELOPMENT GROUPS—Niagara Frontier Port Authority, John A. Ulinski, exec. dir., 432 City Hall, Buffalo 2, N. Y., Ph. MOhawk 4200.

Port of Chicago

Chicago's port facilities are at three different locations: Navy Pier and North Pier Terminal at the mouth of the Chicago River in Chicago Harbor; Chicago Regional Port District at Lake Calumet; and International Steamship Terminals, Inc., at Calumet River and 95th St. Bridge.

PIERS AND FACILITIES—Navy Pier has dock cranes and 1700 ft of berthing. It is on the C&NWRy. North Pier Terminal has 600 ft of berthing, a 15-ton crane, and dock cranes. It is on the ICRR.

The Chicago Regional Port District provide for 6700 ft of berthage at three transit sheds and a backup warehouse. These facilities are operated by the Calumet Harbor Terminals, Inc., North Pier Terminal and Seaway Stevedoring Company, Inc. The CRI&PRR serves this harbor. Two grain elevators with a capacity of 13 million bushels provide space for berthage up to 729 ft. There is also a crane available at Lake Calumet to handle lifts up to 110 tons. This crane is barge mounted.

International Steamship Terminals, Inc., at the Calumet River and 95th St. Bridge has 1050 ft of berthing. It is served by the Chicago Short Line Ry. Co.

SHIP LINES—Adriatic Canada Great Lakes Line, American Export Line. Bristol City Line. Canadian Pacific Steamships, Concordia Line, Crescent Line, Cunard Line.

Ellerman Line. Fabre Line, Fjell Line, Fjell & Fjord Lines, French Line, Furness Great Lakes Line.

Hamburg American Line, Hamburg Chicago Line, Head Line. Hellenic Lines, Hycar Line. Irish Shipping. Lakes Continental Lines, Liverpool Liners. Manchester Liners, Michigan Ocean Line, Midwest Mediterranean Line, Midwest Oceanic Line, Montship-Capo Line. Nedlloyd Line, Niagara Line, Nordlake Line, North German Lloyd.

Oranje Line, Orient Mid-East Great Lakes Service. Poseidon Line. Ernst Russ Line. Swedish American Line, Swedish Chicago Line. Transcaribbean Line. Zim Israel Line.

PUBLIC MERCHANDISE WAREHOUSES—Anchor Storage Co., 251 E. Grand Ave., 11.

Bly Storage Co., 7634 So. Halsted St., 20.

C & A Terminal Co., 3636 So. California Ave., 32; Calumet Harbor Terminals, Inc., 12800 Calumet Harbor Dr., 33; Calumet Industrial District Co., 1501 E. 96th St., 19; Central Cold Storage Co., 350 No. Dearborn St., 10; City Products Corp., 33 S. Clark St., 3; Crooks Terminal Warehouses, Inc., 433 W. Harrison St., 7; Currier-Lee Warehouses, Inc., 427-73 W. Erie St., 10.

Don Building Corp. Warehouse Div., 500 W. Cermak, 16; Equipment Storage Corp., 7446 S. Ashland Ave., 36; Expressways Terminals, Inc., 361 N. Sangamon St., 7.

General Forwarding Co., Inc., 1213 W. Carroll Ave., 7; General Whse. & Transfer Co., 6819 W. North Ave., Oak Park; Goose Island Warehouse, Inc., 1127 W. Division St., 22; Griswold & Bateman Warehouse Co., 1525 Newberry Ave.

Hammond Warehouse Co., 4551 S. Racine Ave., 9.

Jefferson Park Warehouse Co., 255 E. South Water St., 1; Jetco Warehouses, Inc., 917 No. Paulina St., 22. Kelmer

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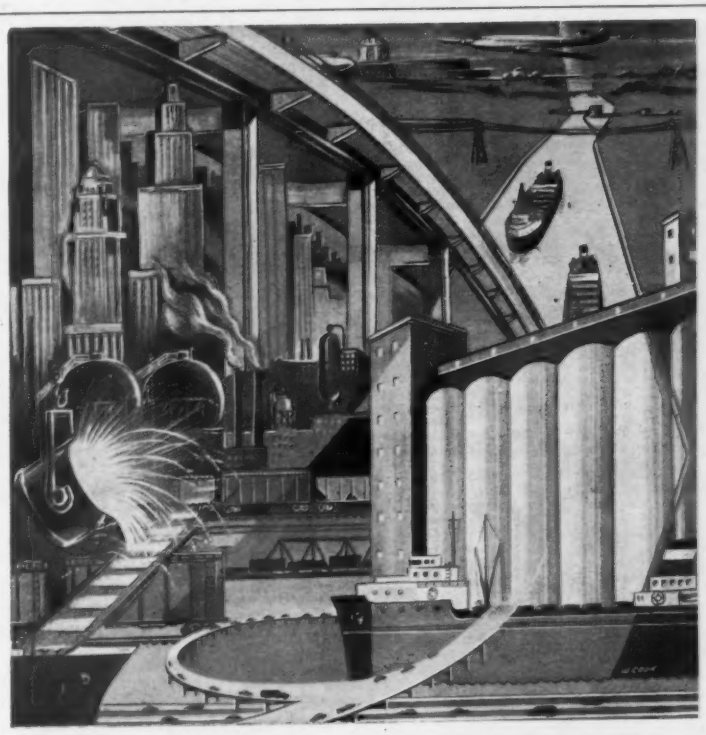

PORT OF BUFFALO—Economical Gateway to the Heart of Industrial America!

Here is the Great Lakes - St. Lawrence Seaway port that's best situated and equipped to receive the world's goods and cargoes . . . store them or tranship them . . . distribute them throughout the heartland of America that lies within the 500-mile radius so adequately served by rail, plane and truck transportation.

Find out the advantages . . . time savings and money savings . . . when you ship to, or from, the Port of Buffalo.

New Deep-Water Port Facilities

Buffalo's newly developed Port Terminal now offers the Great Lakes' most modern and accommodating facilities of all types of cargo. Dock slips are 25 feet deep; adjacent warehouse space available for all types of storage; direct ship-rail, ship-truck, cargo transfer.

Write for literature or a personal call from a representative.

NIAGARA FRONTIER PORT AUTHORITY

Suite 432 City Hall — Buffalo 2, N. Y.

Directory of U.S. Ports . . .

(Continued from Preceding Page)

River Terminal, 1337 W. 37th Pl., 9. Edward Lasham Co., 1545 S. State St., 5.

Merchants Warehouse Co., 310 W. Polk St., Midland Warehouses, Inc., 1500 S. Western Ave., 8; Mitchell Jackson, Inc., 1107 S. Washtenaw Ave., 12.

Nelson Warehouse & Express Co., 1119 E. 42nd St., 15; New York Central Warehouses, 113 W. Taylor St., 5; North Pier Terminal Co., 444 N. Lake Shore Drive, 11.

Packers Terminal & Warehouse Corp., 4000 Packers Ave., 9; Producers Warehouse Company, 344 North Canal St., 6.

Reebie Storage & Moving Co., Inc., 2325 N. Clark St., 14; Republic Warehouse Corp., 57 E. 21st St., 16; Riverside Warehouse of Anchor Stge. Co., 219 E. North Water St., 11; Rizzo Bros. Warehouse Co., 1750 W. Wrightwood Ave., 14.

Soo Terminal Warehouse, 519 W. Roosevelt Rd., 7; Storit Warehouse, Inc., 3300-24 W. Cermak Rd., 23; Sykes Terminal Warehouse Co., 931 W. 19th St., 8.

Thomson Terminals, Inc., 346 W. Kinzie St., 6.

United Warehousing Co., 480 E. 14th St., Lincoln Hwy., Chicago Heights.

Wacker Warehouse Co., Inc., 430 E. Wacker Drive; Wakem & McLaughlin, Inc., 225 E. Illinois St., 11; Western Warehousing Co., 323 W. Polk St., 7; West Side Warehouse Co., 47 North Talman Ave., 12.

Booth Cold Storage Co., 109 W. Kinzie St., 10. Chicago Cold Storage Div. Beatrice Foods Co., 1526 S. State St., 5; Columbia Warehouse Co., 4119 S. Union Ave., 9; Continental Freezers of Ill., Inc., 4220 S. Kildare Blvd., 32.

Fulton Market Cold Storage Co., 1000 Fulton St., 7. Mid-City Cold Storage Co., 30 N. Green St., 7. North American Cold Storage, 345 N. Canal St., 6. Produce Terminal Cold Storage Co., 1550 Blue Island Ave., 8.

The United States Cold Storage Corp., 2055 W. Pershing Rd., 9. Western Refrigerating Co., 350 N. Dearborn, 10. Zero Food Storage Corp., 4057 S. Halsted St., 9.

PORT DEVELOPMENT GROUPS — Department of the Port of Chicago, City of Chicago, Captain John Manley, port director, Navy Pier. Phone: RAndolph 6-8000. Chicago Regional Port District, Maxim M. Cohen, general manager, 360 North Michigan Ave. Phone: FRanklin 2-5632. Chicago Association of Commerce and Industry, Thomas H. Coulter, chief executive officer, 30 W. Monroe St. Phone: FRanklin 2-7700.

Port of Cleveland

The harbor consists of the outer harbor and an inner harbor. The outer harbor has been formed by the means of some 5½ miles of breakwater. It has a minimum channel of 22 ft. The Pennsylvania, New York Central, Erie and Baltimore & Ohio Railroads own their own docks.

The inner harbor consists of the Cuyahoga River and its old channel, now known as the "old river bed."

SHIP LINES—Orient Mid-East Line.

PUBLIC MERCHANDISE WAREHOUSES —Acme Whse. & Dist. Terminal, Inc., 3112 W. 63rd St.; Assembly Distribution Service Inc., 1280 E. 38th St., 14. Bramley Storage Co., 13000 Athens Ave., 7; The Buyers Terminal & Whse. Co., 2775 Pittsburgh Ave.

Central Terminal Whse. Co., 6114 Broadway, 27; The Cleveland Stevedore Co., 1000 Public Square Bldg., 12; Cleveland Terminal Whse. Co., 1505 Broadway 15; The Conaty Whse. Co., 654 Leader Bldg., 14.

Distribution Terminal Whse., 1998-2012 W. 14th St.

E & R Cartage & Storage Co., 814 Engineers Bldg., 14. The Greeley-General Whse. Co., 1505 Broadway, 15.

Heil's Windermere Storage Co., Inc., 14441 Euclid Ave., 12.

Lederer Terminal Whse. Co., Ft. E. Ninth St., 14; The Lincoln Storage Co., 11291 Cedar Ave., 6.

National Commercial Whse. Co., 2719 E. 75th St., 4; National Terminals Corp., 1220 W. 9th St., 13; The Neal Storage Co., 7118 Carnegie Ave., 3.

Otis Terminal Whse. Division of Gera Corp., 1300-38 W. 9th St., 13; D. H. Overmyer Whse. Co., 1192 E. 40th St., 14. Railway Warehouses Div. of Gera Corp., 1300 W. 9th St., 13; Reserve Terminals, 1277 E. 40th St.

George K. Scott & Co., 1838 E. 55th St.

PORT DEVELOPMENT GROUPS — The Port of New York Authority, Terminal Tower Bldg., Howard F. Lemmon, Manager Cleveland Trade Development Office.

Duluth—Superior

During 1958, there were 2543 ship arrivals at the Duluth-Superior harbor and 2521 departures.

Receipts totaled 5,055,087 short tons, while shipments totaled 29,458,766 short tons.

PIERS AND FACILITIES—Berthing Area —2100 lineal ft with plans for 6000 lineal ft in 1960. Depth of water bordering 120-acre site is 30 ft.

Elevator A. General Mills Co., 2,300,000 bu. Elevators E, F, G & I. Norris Grain Co., 4,000,000 bu. Capitol Elevator, Division of International Milling Co. Elevators 4, 5, 6 & 7, 4,200,000 bu. Occident Elevator, Russell Miller Milling Co., 4,500,000 bu.; Peavey Elevator, Globe Elevators, Division of F. H. Peavey & Co., 6,000,000 bu.

Cargill Elevator Co., 2,400,000 bu. Osborne-McMillan Elevator Co., 4,500,000 bu. Globe Elevator Co., Division of F. H. Peavy Co., 4,200,000 bu.; Archer Daniels Midland Co., Two Elevators S and X owned by the Great Northern Railway, operated by the above firm. Combined capacity of both elevators: 12,200,000 bu.

Northern Cold Storage & Warehouse Dock, 7th Ave., West.

Duluth Terminal & Cold Storage Co., Dock, 9th Ave., West.

SHIP LINES—Poseidon Lines.

PUBLIC MERCHANDISE WAREHOUSES —Murphy Warehouse Co., 2231 W. 1st.

Northern Cold Storage & Warehouse Co., 7th Ave., W&RR St., 2; Security Storage Co., 106 Lake Ave., S.

Duluth Terminal & Cold Storage Co., 9th Ave., W. & Railroad.

Superior & Duluth Transfer Co., 911 Tower Ave.

Superior Warehouse Company, 1417 Banks Ave.

PORT DEVELOPMENT GROUPS — Seaway Port Authority of Duluth, 909 Alworth Bldg. Duluth Superior Board of Harbor Commissioners, 1323 Broadway, Superior, Wis.

Port of Houston

The Port of Houston had during 1959, imports of 3,243,643 and exports of 6,798,394 tons. It served 4621 ships.

PIERS AND FACILITIES — 19 wharves capable of handling 24 ships, one with a bulk material unloading tipple, and facilities for handling liquid bulk products and a public grain elevator are owned and operated by the Port of Houston. All are on Houston Belt and Terminal R.R. Privately owned terminals for hire include Long Reach Docks, Sprunts Docks, Adams Terminal, Manchester Terminal, Hess Terminal, Byers Barge Terminal, Houston Barge Terminal, Southern Barge Terminal, and Walton & Son Barge Terminal.

SHIP LINES—Baron Line, Brocklebanks Cunard Line, Bloomfield SS. Co., Belgo Swedish Lines, Bank Line.

Crescent Line, C.T.O. Line, Cunard Line, Canadian-Gulf, Central Gulf Mediterranean Lines, Central Gulf-Persian Gulf Line, Central Gulf-South American Line, Central Gulf, World Wide Full Cargo Service, C. A. Venezolana De Navegacion (Venezuelan Line), Coldemar Line, Concordia Line, Cubamar Line, Chemical Carriers, Corporacion Peruana de Vapares, S.A., Chilean Line.

Deppe Line, Delta Line, Dodero Line, Daido Lines, Fabre Line, Fern-Ville Far East Lines, French Line, Grancolombiana, Flota Mercante (Grancolombiana Line), Gulf-West Africa Line, Gulf & South American SS. Co., Inc. Garcia Line, Guatemala Line.

Hamburg-American Line, Hansa Line, Harrison Line, Hoegh Line, Holland-American Line. Independent Gulf, Inter American Maritime, Insco Lines, Isthmian Lines, Inc. Java New York Line. Kawasaki "K" Line.

Levant Line, Lykes African Line, Lykes Orient Line, Lykes United Kingdom Line, Lloyd Brasileiro. Mamenic Line, Montreal Shipping Co., Matson Lines, Mitsubishi Line, Mexican Line, Mitsui.

Nopal Line (Northern Pan America), North German Lloyd, Nippon Yusen Kaisha, Nervion Line, Nedlloyd Line, Navegazione Alta Italia (Creole Line). Ozean Stinnes Line, O.S.K. Line. Polish Ocean Line, Pan-Atlantic Steamship Corp. Royal Netherlands Lines.

Sidarma Line, Scandinavian-American Line, Surinam Navigation Co., South African Marine Corp., States Marine-Continental Service, States Marine-Far East Service, States Marine-Mediterranean Service, States Marine-World Wide Full Cargo Service, Swedish-American Line, Shinnihan Line.

United States Line (American Pioneer), United Fruit Co. West Coast Line, Wilhelmsen Line, Ward Line, Waterman Steamship Corp. Zim Israel America Line.

PUBLIC MERCHANDISE WAREHOUSES—American Warehouses, Inc., 1918 Collingsworth, 1.

Buffalo Whse. Co., 1 Main St., 2. Central Forwarding, Inc., 1121 Rothwell St. Section, 1; Coffield Whse. Co., 15 Japhet St., 20. Federal Whse. Co., 2009 Nance St.

General Whse. Co., 1201 Commerce St., 1. Herrin Transfer & Whse. Co., 701 Dowling St., 3; Houston Bonded Whse., 2000 Nance, Houston Central Whse. & Cold Stge. Co., P. O. Box 85, 800 Middle St., Houston Terminal Whse. & Cold Stge. Co., 701 N. San Jacinto St., 2; Houston Whse. Service Inc., 905 Live Oak St., 3; Hudson Transfer & Whse. Co., 1917 Winter St., 10.

Long Reach Docks, P. O. Box 2588, 1. Patrick Shipside Whse., 74th & Wingate.

San Jacinto Bonded Warehouses, Inc., 1901 Commerce, Security Transfer Co., P. O. Box 2095; W. R. Smith Transfer Storage & Warehouse Division, 1120 Lockwood; Southern Whse. Corp., P. O. Box 870, 1.

T.P.C. Storage & Transfer Inc., 2301 Commerce Ave., 2; Texas Service Whse. Co., 702 Pine St. Union Transfer & Storage Co., 2202 Nance St., Box 305, Universal Terminal Warehouse Co., 1006 Washington Ave.

Wald Terminal Warehouse Co., Inc., 902-920 Live Oak St., 1; Woolford Whse. Co., 1918 Collingsworth.

PORT DEVELOPMENT GROUPS — Harris County Houston Ship Channel Navigation District, J. P. Turner, general manager, 1519 Capitol Ave., Houston 1, Texas Ph: Capitol 5-0671.

Port of Long Beach

The Port of Long Beach handled tonnage of 8,845,213 and had 1877 sailings in 1956-57.

PIERS AND FACILITIES — Iron Ore Loader, Pier D. Heavy-Lift Piers: Pier D equipped with 3 gantry cranes.

SHIP LINES—Blue Funnel Line. Calmar Steamship Corp., Chilean North Pacific Line, Clifton Steamship Corp., Cunard Steamship Co.

De La Rama Steamship Co. Farrell Line, Firth Steamship Corp. Global Transport. Interocean Line, Isthmian Lines. Kawasaki Kisen Kaisha, Ltd., Kerr Steamship Co.

Mitsubishi Shipping Co. Northern Steamship, Ltd. Olympic Steamship Co., Orient & Pacific Lines.

Pacific Far East Line, Inc., Pacific

Transport Lines, Prudential Steamship Corp. Quaker Line.

South African Marine Lines, States Marine Lines, States Steamship Co. Swedish American Line, Swedish East Asia Co. Transocean Steamship Agency, Inc. Yamashita Steamship Co.

PUBLIC MERCHANDISE WAREHOUSES—Signal Trucking Service Ltd., 1500 W. 8th St. West Coast Whse. Corp. PO Box 258.

PORT DEVELOPMENT GROUPS—The Board of Harbor Commissioners, P. O. Box 570—1333 A El Embarcadero, Long Beach 2, Calif.

Port of Los Angeles

The Port of Los Angeles last year had imports of 8,665,041 and exports of 10,029,559 tons. There were 4415 sailings.

PIERS AND FACILITIES—There are over five miles of municipal wharves, 7020 acres of land and water area, 26 modern ship terminals, 162 acres of shed, wharf and platform space. The Harbor Belt Line Railroad, connects it with three major railroads. There are 200 trucking firms.

SHIP LINES—Alaska Freight Lines, American Mail Line, American President Lines, Barber Steamship Line, Barber Wilhelmsen Line, Blue Star Line, Inc. Catalina Island Sightseeing Lines, Crusader Line, Chilean North Pacific Line.

Daido Line, De Vries Pazifik Line. Fern-Ville Far East Line, French Line, Furness Line.

Grace Line. Hamseatic Vaasa Line, Holland-America Line. Iino Lines, Italian Line, Italnavi Line. Java Pacific & Hoegh Lines, Johnson Line.

Klaveness Line, Knutsen Line. Luckenbach Steamship Co., Inc. Maersk Line, Matson Lines, Mitsui Line, Moller Steamship Co., Inc.

Nedlloyd Line, Nippon Yusen Kaisha, Nitto Shosen Co. The Oceanic Steamship Co., Fred. Olsen Line, Oliver J. Olson & Co., Osaka Shosen Kaisha, Ltd.

Pacific-Australia Direct Line, Pacific Far East Line, Inc., Pacific Islands Transport Line, Pacific Orient Express Line, Pacific Republic Lines, Pan Atlantic Steamship Corp., Pope & Talbot Lines, Prince Line.

Royal Mail Lines. Saguenay Terminals. Union S. S. Co. of New Zealand, United Fruit Co. Waterman Line, Westfal-Larsen Co. Line, Weyerhaeuser S. S. Co.

PUBLIC MERCHANDISE WAREHOUSES—Bekins Van & Storage Co., 1335 S. Figueroa St. 15.

California Whse. Co., 1248 Wholesale St. 21; H. G. Chaffee Whse. Co., 912 E. 3rd St. 13; Citizens Whse., 1001 E. 1st St., 12; J. A. Clark Draying Co., Ltd., 125 Santa Fe Ave., 12.

Davies Whse. Co., 164 S. Central Ave., 12. Jennings-Nibley Whse. Co., Ltd., 440 Seaton St. 13. Metropolitan Whse. Co., 1340 E. 6th St. 21. Overland Terminal Whse. Co., 1807 E. Olympic Blvd., 21.

Pacific Coast Terminal Whse. Co., 4802 Loma Vista Ave. 58; Pacific Commercial Whse., Inc., 923 E. 3rd St., 13; Pacific Transportation & Whse. Co., Inc., 760 Mission Rd.

Republic Van & Storage Co., Inc., 330 So. Central Ave., 13.

Signal Trucking Service, Ltd., 4455 Fruitland Ave., 58; Star Truck & Whse. Co., 1817-1855 Industrial St., 21.

Union Terminal Whse., 737 Terminal St., 21. Westland Warehouses, Inc., 4814 Loma Vista Ave., 58. Federal Ice & Cold Storage Co., 4224 District Blvd. 11. Los Angeles Cold Storage Co., 418 S. Central Ave. 13.

Merchants Ice and Cold Storage Co., 548 Seaton St. 13. National Ice & Cold Storage Co., 210 Center St. 12. Pacific Cold Stge., Inc., 2851 E. 44th St. 58.

Terminal Refrigerating Co., 748 Terminal St. 21; Triangle Cold Storage Co., 4800 E. Washington Blvd. 22. Union Ice & Storage Co., 1525 Industrial St., 21.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioners, City of Los Angeles, Bernard J. Caughlin, general mgr., P. O. Box 151, San Pedro, Calif. PH: NEvada 6-1721.

Port of Milwaukee

The port consists of over 400 acres of land located on 2½ miles of shoreline, owned by the City of Milwaukee.

PIERS AND FACILITIES—Facilities include the Municipal Car Ferry Terminal, Municipal Open Dock Terminal, South Pier No. 1, South Pier No. 5, (Tanker Pier), Municipal Transit Shed No. 1, the Municipal Mooring Basin and the Municipal Passenger and Automobile Pier. Facilities are served by the C&NW Ry., the CMSt.P&P and the Soo Line. Grain elevators are operated by the Stratton Grain Co., located on the west bank of the Mooring Basin and Cargill, Inc., located on the South Menomonee Canal.

SHIP LINES—Ahlmann Transcaribbean Line, Anchor Line, Ltd.

Bethlehem Transportation Corp., Boland and Cornelius, Bradley Transportation Co., Bristol City Line, Brown Steamship Co., Buckeye Steamship Co.

Cleveland-Cliffs Iron Co., Cleveland Tankers, Inc., Colonial Steamships Ltd., Columbia Transportation Co. Deppe Line. Fabre Line, Finlake Line, Fjell-Oranje Line, French Line.

Gartland Steamship Co., Grace Line, Great Lakes Transatlantic. M. A. Hanna Co., Hapag Lloyd-A&B Hamburg Chicago Line, Head Line, Huron Transportation Co., Hutchinson and Co. Jupiter Steamship Co.

Kinsman Transit Co. Lake Tankers Corp., Liverpool Liners, Ltd. Manchester Liners, Ltd., Midland Steamship Line Inc., Montship-Capo Line.

NYK Line, Nicholson Transit Co., Niagara Line. Oranje Line. Paterson Steamship Co., Petoskey Transportation Co., Pickands, Mather and Co., Pittsburgh Steamship Co., Poseidon Lines.

Reiss Steamship Co. Sarnia Steamships, Ltd., Schneider Transportation Co., Socony Vacuum Oil Co., Standard Oil Co., Sugenay Terminals, Ltd., Swedish American Line, Swedish-Chicago Line.

Tomlinson Fleet. Universal-Atlas Cement Co., Upper Lakes and St. Lawrence Transportation Co., Ltd. Wilson Transit Co., Wisconsin & Michigan Steamship Co., Wyandotte Transportation Co. Yankcanuck Steamships, Ltd. Zim-Israel America Lines.

PUBLIC MERCHANDISE WAREHOUSES—American Whse. Co., 525 E. Chicago St., 2.

Hansen Storage Co., 126 N. Jefferson St., 2. Lincoln Whse. Co., 206 W. Highland Ave., 3. Milwaukee Cold Storage Co., 100 S. 2nd St. Milwaukee Terminal Whse., Inc., 5300 N. Sherman Blvd. National Whse. Corp., 531 S. Water St., 4.

P & V-Atlas Storage, Div. of P & V-Atlas Industrial Center Inc., 647 W. Virginia St., 1; P & V-Atlas Marine Terminal, Div. of P & V-Atlas Industrial Center, Inc., 954 S. Water St., 4; P & V-Atlas Maritime Corp., Sub. of P & V-Atlas Industrial Center, Inc., 647 W. Virginia St., 1.

Terminal Storage Co., 110-12 W. Seeboth St., 4. Badger Cold Storage Co., 1306 N. Fourth St., 12. Wisconsin Cold Storage Co., 344 E. Florida St., 4.

PORT DEVELOPMENT GROUPS—Board of Harbor Commissioner, H. C. Brockel, municipal port director, Room 710, City Hall, Milwaukee, Wis.

Port of Mobile

The Port of Mobile consists of over three miles of wharves publicly owned and administered by the Alabama State Docks.

PIERS AND FACILITIES—The Port is served by four trunk line railroads—Frisco, GM&O, L&N, Southern. Served by interchange of Docks' Terminal Railway. Port features 28 general cargo berths, over 3,000,000 sq ft of covered warehouse and transit shed area, bulk material handling plant with three berths and five towers for import and export, cotton department, shipside cold storage plant, public grain elevator, facilities for handling bulk liquids, tank storage farms.

SHIP LINES—Alcoa Steamship Co., Inc. Biehl & Co., Inc. Fillette, Green & Co., Inc.

Godwin Shipping Co., Inc., Gulf Steamship Agency. Hansen & Tidemann, Inc. Lykes Bros. Steamship Co., Inc. Norton, Lily & Co.

Page & Jones, Inc. States Marine-Isthmian Agency, Inc., Strachan Shipping Co. Waterman Steamship Corp.

PUBLIC MERCHANDISE WAREHOUSES—AAA Warehousing Co., Weinacker Ave. & Canal St., Abb's Moving Service, 50 No. Water St.

Bingham Transfer & Storage Co., 109 N. Commerce St. Finch Warehousing & Transfer Co., Inc., 1505 Telegraph Rd., P. O. Box 1208. Merchants Whse. Co., 717 St. Joseph St. Ogburn-Meador, Inc., 300 N. Water St., Box 391.

PORT DEVELOPMENT GROUPS—Public Relations & Advertising Dept., Alabama State Docks, P. O. Drawer 721; World Trade Committee, Mobile Chamber of Commerce, P. O. Box 1489, Mobile, Alabama.

Port of New Orleans

The Port of New Orleans, in 1959, handled imports of 4,386,731 tons and exports of 6,191,696 tons. There were 4747 sailings.

PIERS AND FACILITIES—Eight and one-quarter miles of wharves publicly owned and administered by the Board of Commissioners of the Port of New Orleans. There is a 7 million bushel grain elevator, a public bulk materials handling terminal, two banana unloading terminals and a 25-acre Foreign Trade Zone. All public facilities are served by the Public Belt RR.

Four railroads have privately owned wharves—Illinois Central Stuyvesant Dock, Southern Pacific cargo wharves, Southern Railway Chalmette Slip, Texas Pacific-Missouri Pacific terminal and Missouri Pacific Ore Tippie. There are several privately owned liquid bulk storage terminals and many private wharves for industrial plants and barge lines.

SHIP LINES—Africa Line, Alcoa SS Co., American Pioneer Line, Argentina State Line. Bank Line, Bloomfield SS Co., Blue Funnel Line, A. S. Borgestad Line, Brasileiro Line, Brocklebanks Cunard Service, Buccaneer Line.

CTO Line, Central Gulf Line, Chemical Carriers, Inc., Chilean Line, China Merchant SS Navigation Co., Interamericana de Comercio Circle Shipping Co., Clipper Line, Coldemar, Compania Colonial de Navegacao, Concordia Line, Continent Line, Creole Line, Cubamar Line, Cunard Line.

Daido Line, Dalton SS Corp., Delta Line, Deppe Line, Dodero Line, Louis Dreyfus Line. Exportadora Bananero Noboa, S.A. Fabre Line, Fernville-Far East Line, French Line. Grancolombiana Line, Guatemala Line, Gulf & Caribbean, Gulf & South American SS Co., Gulf-West Africa Line.

Hamburg-American Line, Hansa Line, Harrison Line, Hellenic Lines, Lief Hoegh & Co., Holland-American Line. Iino Line, Independent Gulf Line, Insco Line, Isthmian Line.

Java-New York Line, Kawasaki Line, Kerr SS Co., Kvarnerska Plovidba Line. Levant Line, Loeliger Line, Lykes Bros. SS Co.

Mamenic Line, Marchesini Line, Mathiases's Tankers, Matson Navigation Co., Mayan Line, Mediterranean Star Line, Mediterranean Line, Mexican Line. Mitsui Line. NYK Line, Nedlloyd Line, Nervion Line, Nopal Line, Norgulf Line, North German Lloyd Line.

Orient Line, Orient Mid-East Line, Ozean-Stinnes Line. Polish Ocean Line. Atlantic SS Corp. Royal Netherlands Line.

Saguenay Terminals, Ltd., Scandinavian American Line, Seatrain Lines, Shinnihon Line, Sidarma Line, South African Marine Corp., Standard Fruit & SS Co., States Marine Intracoastal Div., T. J. Steveson & Co., Inc., Surinam Line.

Trans-American SS Corp., Trans-Atlantic SS Co., Transporte Martimos Mexicanos, Turkish Maritime Line. UK Line, United Fruit Line.

Venezuelan Line, Vinke & Co. Ward Line, Waterman SS Corp., West Coast Line, West India Fruit SS Co., Westley Shipping Co., West Line, Wilhelmsen Line. Yugaslav Line. Zim Israel America Line.

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PITTSBURGH—3 Gateway Center, Pittsburgh 22, Pennsylvania
CONTINENTAL EUROPE—Talstrasse 66, Zurich 1, Switzerland
LONDON—130 Fenchurch Street, London, E.C. 3, England
SOUTH AMERICAN—Caixa Postal 5207, Rio de Janeiro, Brazil
CARIBBEAN—Avenida de Diego 312, Santurce, San Juan, Puerto Rico

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PUBLIC MERCHANDISE WAREHOUSES—Acme Whse., 1301 Tchoupitoulas St., 13. Calongne Drayage & Storage Co., 2337 St. Louis St. Commercial Terminal Whse., Inc., 1402 So. Peters St.

Dietrich & Wiltz, 428 Julia St., 13; Dockside Warehouses, Inc., 1421 S. Peters St., 4; Douglas Public Service Corp., 118 N. Front St., 1; Dupuy Stge. & Fwdg. Co., 2601 Decatur St.

Fairfax Storage Co., Inc., P. O. Box 5287 Sta. B. Gulf Shipside Storage Corp., 233 St. Maurice Ave., 17. Hayes Drayage & Storage Co., Inc., 1421 S. Peters St., 3; Herrin Transfer & Whse. Co., Inc., 3027 Tchoupitoulas St.

Iberville Warehouses Corp., 324 N. Peters St. Independent Whse. Co., Inc., 725 So. Liberty St.

Jackson Warehouses, Inc., 2941 Royal St.

Kentucky Coffee Whse., 111 Lafayette St., 12; Kramer's Transfer & Stge. Inc., 506 Tchoupitoulas St., 9.

Maloney Trucking & Storage, Inc., 133 N. Front St., 1.

Riverside Whse., Inc., 527 S. Front St.

Standard Warehouse Co., Inc., 100 Poydras St., 8.

PORT DEVELOPMENT GROUPS—Board of Commissioners, Walter F. Rayburn, executive general agent, 2 Canal St., New Orleans. Ph: JAckson 2-2551.

Port of New York

In 1959, 59.3 million tons of freight moved by rail into, out of, and through the Port of New York. Of this tonnage, 46.1 million short tons moved into and out of the Port. Six million short tons moved through New York as a gateway for rail interchange, and 17.2 million short tons were transshipped between rails and vessels. In a normal year, 35 million tons of foreign trade moves into and out of New York by vessel.

PIERS AND FACILITIES—A total of 200 piers provide approximately 400 vessel berths including 310 general cargo, 33 specialized and 53 tanker cargo berths along the port's 650 miles of navigable waterfront. Channels are dredged to a minimum of 35 ft throughout most of the port.

Port operations are serviced by 11 railroads, 170 steamship lines and over 300 motor truck carrier companies whose 10,000 long-haul trucks serve the Port District daily. Over 100 floating and stationary heavy-lift derricks and a fleet of 4000 tugboats, carfloats, lighters, and barges provide further essential services.

A Free Foreign Trade Zone consisting of 92 acres of waterfront terminal and storage area located at Stapleton, Staten Island, allows for the importation of any lawful merchandise immune from customs duty until such time as the material is transported to customs territory.

Marine terminal facilities operated by The Port of New York Authority contain 25 per cent of the piers in the New York-New Jersey Harbor. An additional 45 per cent of the general cargo pier facilities are owned by the City of New York, with the remainder owned and operated by private interests.

Work in progress and firm plans of various Port of New York interests provide for an additional investment exceeding $300 million for marine terminal construction within the next few years.

Recently completed terminals for the handling of orange juice, wine, newsprint and bananas have incorporated the latest technological advances in cargo handling methods. Facilities for the handling of grain are provided by a 1,800,000-bu capacity terminal operated by the New York Central System. In addition, the port also has six floating grain elevators.

The Port of New York offers warehousing space to meet any specific need. There are more than 200 public storage units in the Port District. There are 162 general merchandise warehouses providing 18,400,000 sq ft of storage space. Twenty cold storage warehouses have a total capacity of 32,893,000 cu ft.

Railroad-operated facilities, deep-sea facilities operated by the railroads include Central Railroad of New Jersey Pier 7, Jersey City, N. J.; Erie Railroad Pier B, Weehawken, N. J.; Lehigh Valley Claremont Terminal, Jersey City, N. J.; and New York Central System Pier 9, Weehawken, N. J. There are also over 100 railroad-operated or leased auxiliary facilities including freight stations, lighterage piers, produce terminals, carfloat terminals and coal tipples.

SHIP LINES—Ahlmann Transcaribbean Line; Alcoa Steamship Co., Inc.; Alpina Line; America France Line; American & Australian Line; American & Indian Line; American & Manchurian Line; American Banner Lines, Inc.; American Defense Line; American Export Lines, Inc.; American Hampton Roads-Yankee Line; American-Hawaiian SS Co.; American-Israeli Shipping Co.; American Mail Line; American-Mediterranean-Levant Line; American Pioneer Line; American President Lines, Ltd.; American Republics Line; American Scantic Line; American West African Line, Inc.; Amerind Shipping Corp.; Anchor Line, Ltd.; ANP Line; Argentine State Line; Armament Deppe S.A.; Arrow Line.

Bakke Steamship Corp.; Bank Line; Barber Mediterranean Line, Inc.; Barber Line; Barber-West African Line; Baron Iino Line; Belgian African Line; Belgian Line; Belgo Swedish Steamship Lines; Bermuda Line; Bermuda & West Indies S. S. Co., Ltd.; Bernstein Shipping Co., Inc.; Black Diamond SS Corp.; Blidberg, Rothchild Agency Corp.; Bloomfield Steamship Co.; Blue Funnel Line; Blue Star Line; Boise-Griffin Steamship Co., Inc.; Booth American Shipping Corp.; Borinquen Steamship Co., Inc.; Boyd, Weir & Sewell, Inc.; Bristol City Line; Bracklebank Line; Brodin Line; Buccaneer Line, Inc.; Bull Lines; Burbank & Co., Ltd.

C.A.V.N. (Venezuelan Line); C. R. Lines; C.T.O. Line; Cairn-Thomson Line; Calmar S. S. Corp.; Canada Asiatic Lines, Ltd.; Canada Levant Line; Canada Steamship Lines, Ltd.; Canadian Pacific S. S.; Capo Line; Caribbean Line; Central American Line; Central Gulf Lines; Chilean Line; Chilean-North Pacific Line; Christensen Canadian-African Line; Clan Line; Coldemar Line; Columbus Line; Compagnie Maritime des Chargeurs Reunis; Companhia Colonial de Navegacao Portungal; Compania Espanola de Navegacion Maritima S.A.; Compania Transatlantica Espanola, S.A.; Concordia Line; Corporacion Peruana de Vapores; Cosmopolitan Line, Inc.; Costa Rica Line; County Line; Creole Line; Crescent Line; Crossocean Shipping Co., Inc.; Crusader Line; Cubamar Line; Cunard Steam-ship Co., Inc.; Currie Line, Ltd.

Daido Kaiun Kaisha, Ltd., Davie Transport Co., Inc.; De La Rama Lines, Delfa Lines; Delta Line; Deppe Line; Dichmann, Wright & Pugh; Dodero Lines; Dominican Steamship Line; Donaldson Atlantic Line; Dovar Line.

Eagle Ocean Transport; The East Asiatic Co., Inc.; East Coast Overseas Corp.; Eckert & Co., Inc., Thor; Eckert Line; Elder Dempster Lines, Ltd.; Ellerman & Bucknall S. S. Co., Ltd.; Ellerman-Fabre Joint Service; Ellerman's Wilson Line, N. Y., Inc.; James W. Elwell & Co., Inc.; Empire Shipping Co., Ltd.; Eurocuba Gulf Line.

Fabre Line; Farrell Lines, Inc.; Fearnley & Eger, Inc.; Federation Line; Fern-Ville Mediterranean Lines; Fern-Ville Far East Lines; Finlake Line; Finland Steamship Co., Ltd.; Finnlines; Fjell Line; Flota Argentina De Navigacion De Ultramar; Flota Mercante Del Estado; Flota Mercante Grancolombiana, S.A.; French Line; Funch Edye & Co., Inc.; Furness Bermuda Line; Furness Great Lakes Line; Furness Prince Line; Furness Red Cross Line; Furness Warren Line; Furness, Withy & Co., Ltd.

Garcia & Diaz, Inc.; Gardiaz Lines; General S. S. Corp., Ltd.; Glaessel Shipping Corp.; Grace Line; Grancolombiana (New York) Inc.; Great Lakes Overseas, Inc.; Greek Line; Guatemala Line; Gulf & South American S. S. Co., Inc.; Gulf West Africa Line.

Hamburg American Line; Hamburg-Atlantic Line; Hamburg-Chicago Line; Hamilton Bros., Inc.; Hansa Lines; Hansen Tidemann, Inc.; Hapag-Lloyd Lines; Harrison Line; F. W. Hartman & Co., Inc.; Head Line; Hellenic Lines Ltd.; Hill, Inc., Charles & Sons; Hinkins S. S. Agency; Hoegh Lines; Holland-American Line; Holland Australia Line; Holland Bengal Burma Line; Holland Bombay Karachi Line; Holland East Asia Line; Holland Interamerica Line; Holland Persian Gulf Line; Home Lines; Houston Line.

Iceland Federation Line; Iceland S. S. Co., Ltd.; Iino Lines; Incres-Nassau Line; Independent Gulf Line; Insco Lines; Interocean Line; Irish Shipping, Ltd.; Isbrandtsen Co., Inc.; Israel-America Line, Ltd.; Isthmian Lines; Italian Line; Ivaran Lines.

Java Pacific Line; N. W. Johnsen Co., Inc.; Johnson Warren Lines, Ltd.; Jugolinija Line.

K Line; Kawasaki-Far East/New York Line; Kawasaki-Japan/Seattle Vancouver/South Africa Line; Kawasaki-Far East-West Coast Central & South America Line; Kawasaki - Japan - Caribbean Sealine; Kerr Steamship Co., Inc.; Kervin Shipping Corp.; Khedivial Mail Lines; Klaveness Line; Knutsen Lines.

Lamport & Holt Line, Ltd.; Lawes Louring Corp.; Levant Line; Linea Sud-Americana; Liverpool Liners, Ltd.; Lloyd Brasileiro Lines; Lorentzen, Olvind, Inc.; Luckenbach Lines.

MacGregor Shipping Co.; Maersk Line; Mamenic Line; Mamenic International Corp.; Manchester Liners, Ltd.; Manz Line; March Shipping Agency, Ltd.; Marchessini Lines; Matson Navigation Co.; Mexican Line; Meyer Line; Michigan Ocean Line; Mississippi Shipping Co., Inc.; Mitsubishi Line; Mitsui Line; Moller Steamship Co., Inc.; Montreal, Australia, New Zealand Line, Ltd.; Montreal Shipping Co., Inc.; Montship-Capo Great Lakes Service; Moore-McCormack Lines; Mooremack Lines; Moxey-Savon-Lawric, Inc.; N. Y. K. Line; Pablo P. Mueller, Inc.

National Hellenic American Line; Nautica Line; Naviera Aznar; Naviera Commercial Aspe, S.A.; Naviera Vacuba, S.A.; Nedlloyd Line; Nervion Line; Newtex S. S. Corp.; Niagara Line; Nopal Line; Nordlake Line; North American Line; North German Lloyd; Northern Pan-America Line; Norton Line; Norwegian America Line.

O.S.K. Line; Oceanic Operations Corp.; Oceanic S. S. Co.; Olsen Line Agency, Ltd., Fred; Orient Mid-East Lines; Oriole Lines; Orion Shipping & Trading Co., Inc.; Orianda Steamship Line; Osaka Shosen Kaisha; Ozean-Stinnes Lines.

P. & O. Steamship Co.; Pacific-Australia Direct Line; Pacific Far East Line, Inc.; Pacific Islands Transport Line; Pacific Orient Express; Pacific Republics Line; Pacific Steam Navigation Co.; Panama Line; Pan-Atlantic Line; Peabody & Lane, Inc.; Peru Line; Philippine National Lines; Pickford & Black, Ltd.; Polish Ocean Lines; Pope & Talbot Lines; Port Line, Ltd.; Poseidon Lines; Prince Line, Ltd.; Prudential Steamship Corp.; Quaker Line.

Red Star Line; Refrigerated S. S. Line; Robin Line; Rohner Gehrig & Co., Inc.; Wm. J. Rountree Co., Inc.; Wm. Rowland; Royal Interocean Lines; Royal Mail Lines, Ltd.; Royal Netherlands S. S. Co.; Royal Packet Navigation Co.

Safmarine; Saguenay Shipping Limited; Sagus Marine Corp.; Scandinavian-American Line; Schroeder & McFadden, Inc.; Scindia Steam Navigation Co., Ltd.; Sea Carriers, Inc.; Seatrain Lines, Inc.; Seven Star (Africa) Line; Shaw Savill & Albion Co., Ltd.; Shinnihon Line; Ship Owners' Agency, Inc.; Sidarma Line; Sitmar Line; Smith & Johnson, Inc.; South African Marine Corp., Ltd.; South Atlantic Steamship Line, Inc.; Southern Cross Line; Southern Lines; Spanish Line; Standard Fruit & S. S. Co.; States Line-States Steamship Co.; State Marine-Isthmian Agency, Inc.; States Marine Lines; T. J. Stevenson & Co., Inc.; Stevenson Lines; Stockard Steamship Co.; Strachan Shipping Co.; Surinam Line; Swedish American Line; Swedish-Chicago Line, Ltd.; Swedish Transatlantic Line; Swiss Shipping Co., Ltd.; Sword Line, Inc.

Texas Line; Texas Transport & Terminal Co.; Thorden Lines; Thule Ship Agency, Inc.; Torm Lines; Transamerican Shipping Corp.; Transportadora Maritima Venezolana; Transports Maritimos; R. J. Trodden & Co.; Turkish Cargo Line.

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Union Castle Mail S. S. Co.; Union S. S. Co., of New Zealand, Ltd.; United Fruit Co.; United States Lines; United States Navigation Co., Inc.; Vaccaro Line; Vacuba Line; Venezuelan Line; Viking Line.

Wallenius Line; W. F. Walsh; Ward-Garcia Corp.; Ward Line; Waterman Steamship Corp.; Wessel, Duval & Co., Inc.; West Coast Line, Inc.; Westfal-Larsen Co.; West Indian Fruit & Steamship Co., Inc.; West India Line; West India S. S. Co.; West Line, S.A.; Westley Shipping Co., Inc.; Weyerhaeuser Line; Whitney & Co., J. F.; Wilhelmsen Line; William Reardon Smith & Sons, Ltd.; Wilson Line; J. H. Winchester & Co., Inc.; World Bulk Shipping Ltd.

Wamashita Line; Yugoslav Line. Zim-Israel-American Lines.

PUBLIC MERCHANDISE WAREHOUSES—Baker & Williams, 415 Greenwich St., 13; Baltimore & Ohio Stores, Inc., Pier 39, North River, 14; Beard's Erie Basin, Inc., 21 State St., 4; Becker Whse. Co., 1025 E. 149th St., 55; Bronx Refrigerating Co., 520 Westchester Ave., 55. Commonwealth Whse. & Storage, 533 W. 34th St., 1.

Daniels & Kennedy, Inc., 290 South St., 2; Distributors Whse. Service, Inc., 841 E. 135th St., 54. Ellinger's Fireproof Whse., Inc., 507 Hudson St., 14.

A. O. Feidelson, Inc., 239 11th Ave., 1; Fidelity Whse. Co., 286 South St., 2. Gardner Whse. Co., 12th Ave. & 59th St.

C. C. Hamilton Co., 84 South St., 7; Harris Warehouses, Inc., 246 South St., 2; Holland Terminal Corp., 521-523 Broome St., 13. Independent Warehouses, Inc., 415 Greenwich St.

Jane Street Whse., Inc., 124 Jane St., 14. L & F Stores, Inc., 15 Worth St., 13. Mercer Storage Co., Inc., 780 E. 132nd St.; Midtown Whse., Inc., 601 W. 26th St., 1.

Nevins Whse. & Trucking Corp., E. 132nd St. & St. Ann's Ave., 54; Norman Storage & Trucking Co., Inc., 10-12 Leonard St., 13; North River Stores, Inc., 217 Washington St., 7. Pennsylvania Storage Whse. Corp., 601 W. 28th St., Plymouth Warehouse Corp., 110 Horatio St., Port Warehouses, Inc., 47 Vestry St., 13.

Shephard Warehouses, Inc., 667 Washington St., 14; Singer Trucking & Whse. Co., 149th St. & East River, 55; Henry I. Stetler, Inc., 84 Bank St., 14; Unity Whse. Co., Inc., 387 Greenwich St., 13; West Side Warehouses, Inc., 7 Harrison St., 13.

PORT DEVELOPMENT GROUPS—The City of New York Department of Marine and Aviation, Battery Maritime Bldg., New York 4, N. Y. Commissioner: Vincent A. G. O'Connor. The Port of New York Authority, 111 8th Ave., New York 11, N. Y. Exec. Dir. Austin J. Tobin.

Norfolk and Ports of Hampton Roads

Hampton Roads, in 1959, had imports **exceeding six million tons. The export** trade was 25¼ million tons.

PIERS AND FACILITIES—Continental **Grain Co. at Sewells Point, Norfolk, has an elevator located near the Norfolk and Western Piers A and B, with a capacity** of 3,300,000 bushels.

ATLANTIC SHIP AGENCY—American Export Lines, Inc. Browning, W. J., Co. Capes Shipping Agencies, Inc., Castner, Curran and Bullitt, Inc., Cavalier Shipping Co., Inc., Chargeurs Reunis Compagnie De Transports Oceaniques, Cunard Steam-Ship Co. Ltd. Dichmann, Wright and Pugh, Inc. Funch, Edye and Co., Inc., Furness, Withy and Co., Ltd. Hampton Roads Steamship Agency, Inc., Hasler and Company, Hinkins Steamship Agency, Inc., Hipage Co., Inc., Hoffman, A. R., and Co., Holland-America Line, Host, T. Parker, Inc. Isbrandtsen Co., Inc., Italian Steamship Agency, Inc. Johns Bros., Inc. Lavino Shipping Co. Mystic Steamship Division. National Shipping Co., Inc., Norfolk Baltimore and Caro. Line, Norton, Lilly and Company, Inc. O.S.K. Line (Hampton Roads Steamship Agency). Pope and Talbot, Inc. Raleigh Steamship Agency, Inc. Sprague, C. H., and Son Co., States Marine-Isthmian Agency, Inc. United States Lines Co. Virginia Ship Agency Corp. West India Fruit and Steam Co.

PUBLIC MERCHANDISE WAREHOUSES—Elizabeth River Terminals, Inc., Hiden Storage and Forwarding Co. Imperial Docks, D. D. Jones Transfer & Whse. Co., Inc., 209 W. Main St., Jones Whse. Corp., 519 Front St., 7; Lamberts Point Docks, Inc., Merchants Waterfront Whse. Corp., 701 Front St., 10; New-Bell Storage Corp., 3489 Westminister Ave., P. O. Box 2140, 1; Security Storage & Van Co., 530 Front St., 10; Southern Tidewater Terminals, Inc., Southgate Terminal Co., Inc., 239 Tazewell St., 1; Tanner's Transfer & Storage, 704 Union St., 10; Virginia-Carolina Distributors, 701 Front St., Whitehall Terminal Corp. Bousch Cold Storage Plant, Bousch St. & Brooke Ave., Jones Cold Storage Co., 1215 E. Water St., 10.

PORT DEVELOPMENT GROUP—The Hampton Roads Maritime Association, Inc., 406-408 East Plume St., Norfolk 10, Va.

Philadelphia and Delaware River Ports

The Port of Philadelphia principal export tonnage for 1959 totaled 2,453,309 short tons. Principal import tonnage for 1959 totaled 44,124,697 short tons.

PIERS AND FACILITIES—Marine Terminal facilities of the Port extend along the right shore of the Delaware River from a point near the mouth of the Schuylkill River northward for a total distance of approximately 22 miles. There are facilities on both banks of the Schuylkill River for a distance of 7.3 miles above its mouth. Within these two stretches there is a total of 169 piers, wharves and docks. Twenty-five terminals handle general cargo in foreign, intercoastal, and coastwise trade.

Bulk handling facilities for the handling of petroleum, bulk sugar, gypsum, and iron ore are situated on both sides of the river and in many cases are private facilities.

In addition to the ordinary equipment to handle miscellaneous general cargo the port area has excellent heavy-lift facilities available for pieces of extraordinary size or weight. The port also has available floating heavy-lift equipment which can lift pieces up to 150 tons. There is in the port a fixed 350 ton capacity crane, one of the largest on the Atlantic Seaboard which can be secured by special permission from the Philadelphia Navy Yard.

SHIP LINES—American and Australian line, American and Indian Line, American Export Lines, American Independence Line, American Pioneer Line, American President Lines, American Republics Line, American Scantic Line, Anchor Lines.

Barber Lines, Baron-Iino Line, Belgian Line, Belgian African Line, Black Diamond Line, Blue Funnel Line, Bristol City Line, Brockelbank, T and J. Ltd., Brodin Line, Bull Line.

Caribbean-Central American Line, Central Gulf Lines, Chargeurs Reunis, Chilean Line, Columbus Line, Concordia Line, Cosmopolitan Line, Costa Line, Crescent Line, Cuba, Mexico and West Indies Steamship Co., Daido Line, De La Rama SS Co., Dodero Line, Dovar Line.

Elder Dempster Line. Fabre Line, Farrell Lines, Fassio Line, Fern-Ville Lines, Finland Steamship Co., Finnlines, French Line, Fresco Line. Garcia and Diaz, Grace Line, Grancolombiana Line.

Hamburg American Line, Hansa Line, Hellenic Lines, Holland-America Line. Iino Line, Irish Shipping Ltd., Isbrandtsen Company, Isthmian Lines, Inc., Isthmian-Matson Line, Ivaran Line. K Line Khedivial Mail Line.

Levant Line, Lloyd Brasileiro. Maersk Line, Manchester Liners, Ltd., Mamenic Lines, Mediterranen Star Line, Mexican Line, Meyer Line, Mitsubishi Line, Mitsui Line, Moller SS. Co. Naviera Azpar, S. A., Nedlloyd Line, North German Lloyd, Norton Line, N.Y.K. Line. Orient Mid-East Line, Orlanda Steamship Line, O.S.K. Line. Philippine National-Ivaran Lines, Polish Ocean Lines, Port and Associated Lines, Prudential Line.

Robin Line, Royal Netherlands SS. Co., Scandinavian American Line, Scindia Steam Navigation Co., Ltd., Seven Stars Africa Line, Shinnihon Line, South African Marine Corp., States Marine-Isthmian Agency, Swedish American Swedish Transatlantic Line. Thorden Lines, Torm Lines.

United States Lines Co. Venezuelan Line, Viking Line. Waterman Steamship Corp., West Coast Line, Wilhelmsen Line, Wilson Line. Yamashita Line, Yugoslav Line. Zim-Israel America Line.

Luckenbach Steamship Corp. Pan-Atlantic, Pope and Talbot Line. Quaker Line. Steamship Service Corp. Weyerhaeuser Line. C. G. Willis, Inc.

PUBLIC MERCHANDISE WAREHOUSES—Atlantic Terminal and Warehouse Co., Inc. Michael J. Bobb, Inc. Camden Marine Terminals, Cattie Brothers, Cee-Bee Warehouse Co., Commercial Warehousing Co., Erie Ave. Warehouse Co. E. A. Gallagher's Warehouses, Inc., General Public Warehouse Co., Inc., Girard Warehouse Corp., Inter-City Warehouse Co., Louderback Transportation Co., Inc., Mack Warehouse Corp., Merchants Warehouse Co., National Warehousing Corp., Penn-Jersey Warehousing and Distributing Co., Inc., Pennsylvania Warehousing and Safe Deposit Co., Philadelphia Piers, Inc., Philadelphia Warehousing and Cold Storage Co., Regent Warehouse Co., Rex and Company, Inc., Shippers Warehouse Co., Terminal Commerce Bldg., Inc., Tacony Industrial Storage Co., Terminal Warehouse Co., Trenton Marine Terminal, Wilmington Marine Terminal.

PORT DEVELOPMENT GROUPS—Delaware River Port Authority, P. O. Box 1949, Camden 1, New Jersey. Department of Commerce, City of Philadelphia, City Hall, Philadelphia, Pa.

Port of Portland

The Port of Portland, Ore., is a leading dry cargo port and grain export center. During 1958 more than 8-million tons of cargo, inbound and outbound, were handled and more than 1500 sailings provided.

PIERS AND FACILITIES—Located at the juncture of the Columbia and Williamette Rivers, Portland provides more than 20 miles of waterfront with publicly and privately operated terminals.

Grain—Commission of Public Docks, Terminal No. 4 (operated by Cargill, Inc.), Irving Dock (Balfour, Guthrie & Co., Ltd.), Continental Grain Co., Northwestern Dock & Elevator (Kerr Grain Corp.), Globe Dock and Elevator (Louis Dreyfus Corp.), Albers Dock. Industrial—General Ore and Chemical Dock, Kingsley Lumber Co., Pennsylvania Salt Dock, Permanente Cement Co., Waterway Terminals, Zidell Machinery and Supply Co. Petroleum Docks—General Petroleum Corp., Richfield, Shell, Standard Oil, Texas Co., Tidewater Oil, Time Oil, Union Oil.

SHIP LINES—INTERCOASTAL SERVICE: Calmar Line, Luckenbach Steamship Co. Pope & Talbot Lines, States Marine Lines.

OFFSHORE AND FOREIGN: American Mail Line, Blue Star Line, Chilean-North Pacific Line, Daido Line, De Vries Pazifik Line, East Asiatic Line, Fern-Ville Lines, Furness Line, French Line, Fred Olsen Line, Grace Line, Grancolombiana Line, Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line.

Italian Line, Italnavi Line, Interocean Line. Java Pacific & Hoegh Lines, Johnson Line. "K" Line, Knutsen Line, Klaveness Line.

Matson Navigation Co., Mitsui Line, Mitsubishi Line, Moore-McCormack Lines. Nedlloyd Line, Nissan Pacific Line, N.Y.K. Line, North German Lloyd, North

Please Turn Page

Pacific Coast Line. O.S.K. Line, Oceanic Steamship Co.

Pacific Far East Line, Pacific-Australia Direct Line, Pacific Orient Express Line. Royal Mail Lines.

States Marine Lines, States Line, Waterman Line, Westfal-Larsen Co. Line, West Coast Steamship Co., Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES—B & O Transfer Co., Inc., 203 S.E. Adler St., 14.

Colonial Whse. & Transfer Co., 1132 N.W. Glisan St., 9; Consolidated Warehouses, Div. of Consolidated Freightways Inc., 1633 N.W. 21st Ave., 9.

East Portland Whse. Co., 79 S.E. Taylor St., 14. Holman Transfer Co., 48 S.E. Hawthorne Blvd., 14.

Interstate Terminals Ltd., 1214 N.W. Front St., 9. Lyon Van & Storage Co., 2012 N.W. Vaughn St., 10. Manning Warehouse Co., 911 N.W. Hoyt St., 9. Northwestern Transfer Co., 1504 N.W. Johnson St., 9.

Olsen-Roe Transfer Co., 1438 N.W. Hoyt St., 9; Oregon Transfer Co., 3232 N.W. Industrial St., 10.

Pacific Transfer & Storage Co., 1519 N.W. Johnson St., 9; Phil Transfer & Storage Co., 1231 N.W. Hoyt St., Portland Auto Delivery Co., 71 S.E. Oak St., 14; Portland Ice & Cold Storage Co., 1810 N.W. 18th Ave., 9; Portland Terminal Whse., 139 S.E. Taylor St., 14.

Rapid Transfer & Storage Co., 907 N.W. Irving St., 9; Rudie Wilhelm Whse. Co., 1233 N.W. 12th Ave., 9.

PORT DEVELOPMENT GROUPS—Commission of Public Docks, 3070 N.W. Front, Portland 10, Ore., Phone: CApitol 8-8231. Port of Portland Commission, Swan Island, Phone: BUtler 5-5271.

Port of San Diego

PIERS AND FACILITIES — Broadway Pier, concrete, 1000 ft long, 130 feet wide, depth at low water, 35 ft; "B" Street Pier, 1000 ft long, 400 ft wide, depth at low water, 35 ft; 10th Ave. Marine Terminal, 4600 ft, quay wall, depth at low water, 37 ft. Small bulk loader available for flaxseed, grains, seed, etc.

SHIP LINES—American President Line. Canadian Gulf Line, Coastwise Line, W. R. Chamberlin & Co. Daido Line, Ditlev-Simonson Lines.

East Asiatic Co., Inc. French Line. Grace Line, Grancolombiana Line.

Hamburg-American Line, Hanseatic-Vaasa Line, Holland-America Line. Iino Line, Interocean Line. Johnson Line.

Kawasaki Kisen Kaisha Line. Maersk Line, Maritime Co. of Philippines, Matson Line, Mitsubishi Line, Mitsui Line, Moore McCormack Lines. Nedlloyd Line. Nippon Yusen Kaisha Line, Nitto Line, National Bulk Carriers, North German Lloyd.

Fred Olsen Line, Ltd., Oliver J. Olsen Line, Oceanic Steamship Co., Osaka Shosen Kaisha Line. Pacific Australia Direct Line, Pacific Far East Lines, Pacific Orient Express, Philippine National Lines, Pope & Talbot.

Sause Bros. Towing Co., Shinnihon Line, Splosna Plovba, States Marine Corp., State Steamship Co. Waterman Line, Yamashita Lines.

PUBLIC MERCHANDISE WAREHOUSES—AAA Van & Storage Co., 1020 El Cajon Blvd.; Ace Van & Storage Co., 3475 Frontier.

Bekins Van & Storage Co., 1202 Kettner Blvd. at "B." Heck Transfer & Storage Co., 2165 Newton Ave., P. O. Box 2149, 12; Lyon Van & Storage Co., 2550 El Cajon Blvd., 3.

PORT DEVELOPMENT GROUPS — San Diego Harbor Commission, John Bate, port director, 1365 North Harbor Drive, San Diego, Calif. Phone: BELmont 3-0181.

Port of San Francisco

The San Francisco Customs District in 1959 accounted for 33.4 per cent of the Pacific Coast's exports and 29 per cent of the import values (excluding Alaska and Hawaii).

Please Turn Page

The right equipment...

...sure we have the "equipment" but that's only half the story. Portland Harbor has "everything"... facilities, know-how and easy access to one of America's richest markets. And Portland Public Docks are under centralized management which saves shippers dollars and days. Look to Portland, the livewire port that wants your cargo and knows how to serve it!

50th Anniversary Year

PORTLAND PUBLIC DOCKS

Operated by the Commission of Public Docks
3070 N. W. Front, Portland, Oregon
CA 8-8231 • TWX PD309U

Eastern Rep.: Buckley & Co., 170 Broadway, N.Y. 38, N.Y.

Directory of U.S. Ports . . .

(Continued from Preceding Page)

PIERS AND FACILITIES—San Francisco has a total of 42 piers. Additional wharves and uncovered piers provide altogether 18 miles of berthing space. Covered wharf area totals 131 acres and uncovered area 97 acres. Special facilities include a 1,000,000-bu elevator and marine loading terminal for bulk grain (Pier 90); export cotton terminal (Pier 92); bulk copra terminal (Pier 84); banana terminal (Pier 60) and a Central Terminal at Piers 46A and 46B which provides refrigerated and general storage, truck receiving and railcar docks, and shipside handling for export. Foreign Trade Zone at Pier 46C includes cooler and freezer space. Port is reached by San Francisco Belt R.R.

SHIP LINES—American & Manchurian Line, American Mail Line, American President Lines. Bakke SS. Corp., Balfour, Guthrie & Co., Barber Line, Barber Wilhelmsen Line, Blue Star Line.

Calmar Line, Canadian Gulf Line, Chilean North Pacific Line, Coastwise Line, Crusader Line. Daido Line, De La Rama Lines. East Asiatic Line. Fern-Ville Line, French Line, Fruit Express Line, Funch, Edye & Co., Furness Line.

General Steamship Corp., Grace Line, Grancolombiana. Hamburg - American Line, Hanseatic-Vaasa Line, Hawaiian Marine Freightways, Inc., Holland-American Line.

Iino Line, Interocean Line, Isbrandtsen, Isthmian Line, Inc., Italian Line, Italnavi, Ivaran Line. Java-Pacific Line, Johnson Line. K Line, Kerr Steamship Line, Kingsley Navigation Co., Klaveness Line, Knutsen Line.

Latin American Line, Luckenbach Steamship Co. Maersk Line, Maritime Co. of Philippines, Inc., Matson Navigation Co., Mitsubishi Line, Mitsui Line, Moller Steamship Co., Moore-McCormack Lines. Nippon Yusen Kaisha, Nissan Kisen Kaisha, Ltd., Nitto Shosen Co., Ltd., Nedlloyd Line, North German Lloyd, Norton, Lilly & Co., NYK line (Nippon Yusen Kaisha).

Oceanic Steamship Co., Fred Olsen Line, Olympic-Griffiths Lines, Orient Steam Navigation Co., Osaka Shosen Kaisha, Overseas Shipping Co.

Pacific Australia Direct, Pacific Far East Line, Pacific Islands Transport, Pacific Orient Express, Pacific Republica Line, Peninsular-Oriental Steam Navigation Co., Philippine National Lines, Pope & Talbot Lines, Prince Line, Puget Sound—Alaska Van Lines.

River Lines, Royal Mail Lines. Saguenay Shipping, Ltd., Shinnihon Lines, States Marine Line, States Line Co., Swedish East Asiatic Co.

Transatlantic Steamship Co., Transpacific Transportation Co. Union SS. Co. of New Zealand, United Fruit Co. Waterman Corp. of Calif., Weyerhaeuser Steamship Co., Westfal-Larsen Co. Line, Williams, Diamond & Co. Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES—Bekins Van & Stge., 13th & Mission; Beishaw Whse. Co., 647 Folson St.; Central Whse. & Drayage Co., 1325 6th St., 7; J. A. Clark Draying Co., Ltd., 100 Howard St., 5; Consolidated Freightways, Inc., 140 Bluxome St.; DePue Whse. Co., 1st & Brannan Sts., 7; Distributors Whse. Co., 48 Beal St.; The Dodd Warehouses, 1225 6th St., 7; Gibraltar Warehouses, 1250 Sansome St., 11; Haslett Whse. Co., 680 Beach St., 9; J. McCarthy & Son, 207 Front St.; Nolan Drayage & Whse. Co., 759 3rd St.; San Francisco Whse. Co., 605 3rd St., 7; Sea Wall Warehouses, 1501 Sansome St., 11; South End Whse. Co., 625 2nd St., 7; State Terminal Co., Ltd., 128 King St., 7; Stevenson Whse. Co., Merchants Exchange Bldg., 4.

Thompson Bros., Inc., 1225 6th St. Walkup Drayage & Whse. Co., 646 Folsom St., 7; Westwarehouses, Inc., 311 California St.

Merchants Ice & Cold Stge. Co., Lombard & Battery. National Ice & Cold Stge. Co., 55 Division St., 3. Union Ice & Stge. Co., 804 W. San Fernando St.

PORT DEVELOPMENT GROUPS—Marine Exchange of the Port of San Francisco Bay, World Trade Center, Rm. 302, Ferry Bldg. San Francisco Chamber of Commerce, 333 Pine St. J. P. Wilson, mgr., World Trade Dept. San Francisco Port Authority, Ferry Bldg., 6. Cyril Magnin, pres.

Port of Savannah

The Port of Savannah handled over four million tons of foreign and domestic commerce in 1959. There are four deep-water terminal facilities. Savannah State Docks and Warehouses-Garden City Terminal, Savannah State Docks and Warehouses-Ocean Terminal, Stevens Shipping Co., and Atlantic Coast Line Railroad Co. Channel depths are 34 ft. m.l.w. from the ocean to the Garden City Terminal and 30 ft. to the upper limit of the harbor. Between Savannah and Augusta, Ga., for a distance of approximately 188 miles there is a 9 ft. m.l.w. channel.

Five Railroads serve the city, Atlantic Coast Line Railroad Co., Central of Georgia Railroad Co., Seaboard Air Line Railroad Co., Savannah and Atlanta Railroad Co., and Southern Railroad Co. Highway access is principally by U. S. 17, the Coastal Highway, and U. S. 80 a transcontinental route.

PUBLIC MERCHANDISE WAREHOUSES — Alton Investment Co., 719 Hamilton St.

Central Warehouse and Development Corp., 248 East Lathrop Ave. Dubois Company, Inc., W. Bay St. Georgia Ports Authority—Savannah State Docks and Warehouses, Garden City Terminal, Old QM Depot.

Port Terminal and Warehouse Co., 24C State Port.

Savannah Bonded Warehouse and Transfer Co., W. Bay St., Southeastern Warehouse and Storage Co., Central of Georgia Warehouse No. 5, State of Georgia Liquor Warehouse No. 3, 561 W. Hull St.

Thomas' Bonded Warehouse, Louisville Rd., Coastal Bonded Warehouse, Ocean Steamship Terminal.

PORT DEVELOPMENT GROUPS—Georgia Ports Authority, J. D. Holt, Executive Director, P. O. Box 1039, Savannah, Ga. Savannah District Authority, G. H. Dissinger, Jr., Executive Director, P. O. Box 768, Savannah, Georgia.

Port of Seattle

The Port of Seattle last year had imports of 822,396 tons and exports of 911,-293 tons. There were over 2000 sailings.

PIERS AND FACILITIES—88 piers—cold storage facility located at Spokand St., Pier 24. Coal loading facility at Pier 43. Grain elevators at Pier 25 and Fisher's Mill. Heavy lift facility at Pier 20. Banana terminal adjacent to Ames Terminal.

SHIP LINES—Alaska Freight Lines, Inc., Alaska Steamship Co., American Mail Line, Ltd. Black Ball Transport, Inc., Blue Star Line. Canadian, Pacific Steamships, Ltd., Chilean North Pacific Line.

Daido Line, East Asiatic Line, French Line, Furness Line, Grace Line, Hamburg American Line, North German Lloyd, Interocean Line, Isbrandtsen Co., Inc., Italian Line, Italnavi Line, Java-Pacific & Hoegh Lines, Johnson Line.

"K" Line, Klaveness Line, Knutsen Line, Korea Shipping Corp. Luckenbach Steamship Co., Inc., Matson Navigation Co., Mitsubishi Shipping Co., Ltd., Mitsui Line, Moore-McCormack Lines, Inc., Nedlloyd Line, Nippon Yusen Kaisha (N.Y.K.) Line, Nissan Pacific Line, North Pacific Coast Line, O.S.K. Line, Oceanic Steamship Co., Olympic Steamship Co.

Pacific Australia Direct Line, Pacific Far East Line, Pacific Orient Express, Pope & Talbot Lines, Puget Sound Freight Lines, Royal Mail Lines. States Line, States Marine Lines, Transamerican Steamship Co. Upper Columbia River Towing Co., Waterman Steamship Corp., Westfal-Larsen Co. Line, Yamashita Line.

PUBLIC MERCHANDISE WAREHOUSES—A B C Transfer & Storage Co., 1201 4th Ave., S., 4; A and P Van Lines Inc., 12308-15th N. E. American Warehouse Co., 91-95 Connecticut St., 4; Associated Transfer & Storage Co., Inc., 2115 N. 34th St., 3. City Transfer and Storage Co., 219 Terry N., Commercial Warehouse Co., Inc., 1416 Alaskan Wy. Consolidated Warehouse Div. of Consolidated Freightways, Inc., 1565 6th South St. Culbertson Warehouse and Deposit Co., 3535 Intrik.

Eyres Transfer & Whse. Co., 2203 1st Ave. S., 4. Fortune Transfer Co., 91 Connecticut St., 4. Fremont Ross Transfer and Storage Co., 1133 W. 46th. Hullin Transfer Co., 1016 1st Ave. S., 4.

Lake City Storage, 12712 Bothell Wy.

Merchants Transfer & Storage Co., 1000 4th Ave. S., 4. National Transfer Inc., 4100 E. Marginal Way, 4. Olympic Whse. & Cold Storage Co., 1203 Western Ave., 1.

Seattle Transfer Co., Standard Whse. Co., Inc., 2 Hanford St., 4; Security Transfer & Storage Co., 558 1st Ave. S., 4; System Transfer & Storage Co., 2400 6th Ave. S., 4.

Taylor-Edwards Whse. & Transfer Co., Inc., 1020 4th Ave. S., 4. United Whse. Co., 1750 Occidental Ave., Utility Cartage, Inc., 964 Denny Way, 9. Western Cartage Inc., 10432—15th S.W.

Central Refrigerating Corp., 548 1st Ave. N. City Ice & Cold Storage Co., 352 W. 48th St., 7. Diamond Ice & Storage Co., 1332 Western Ave., 1. Rainier Ice & Cold Stge., Inc., 6004 Airport Way, 8. Seattle Ice Co., 2200 1st Ave. S., 4.

PORT DEVELOPMENT GROUPS—Seattle Port Commission, Howard M. Burke, general manager, Pier 66, Seattle, Wash. Phone: MA 2-8124.

Port of Toledo

Toledo has a natural harbor with a straight channel about 23 miles long, a width of 500 ft and a controlling depth of 25 ft. There are 17 miles of frontage for port activity.

PIERS AND FACILITIES—Terminal facilities are available for bulk and general cargo handling. Three railroads maintain coal dumping and ore unloading machinery at their docks. The port has a large merchant pig iron plant and is a large volume shipper of grain and petroleum coke. Toledo is served by 12 railroads, one of which connects all by a complete belt system. Six airlines and over 120 trucking companies serve Toledo.

SHIP LINES—American Export Line. Bristol City Line. Canadian Pacific Line, Concordia Line-Great Lakes Service, Crescent Line. Ellerman Great Lakes, Ellerman's Wilson Line Ltd.

Fabre Line, Fjell-Oranje Line (Continental Service), Fjell-Oranje (United Kingdom Service) Fjell-Fjord Line, French Line, Swedish American, Furness Great Lakes Line. Hamburg-American (North German Lloyd, Hapag-Lloyd), Hamburg-Chicago, Head Line, Hellenic Lines Ltd. Ino Lines, Isbrandtsen Line.

Liverpool Liners, Manchester Liners Ltd., Mediterranean Star Line, Michigan Ocean Line, Ltd., Montship CAPA, Niagara Line, Nordlake Line. Orient Mid-East Line. Poseidon Lines. Saguenay Shipping Ltd., States Marine Isthmian Line, Swedish-American Line, Swedish-Chicago Line. Wallenius, Zim.

PUBLIC MERCHANDISE WAREHOUSES—Great Lakes Terminal Whse. Co., 321-59 Morris St., 4. Merchants & Manufacturers Whse., Box 1227 Central Station, 3.

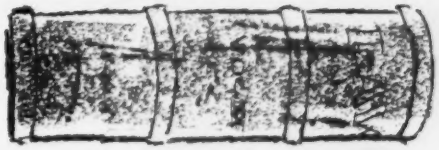
The Sam Davis Co., Inc., 203 Park Lane Hotel, Willis Day Stge. Co., 801 Washington St., 2. Edgar's Warehouses, Inc., 1411 Campbell St., 7; Elm Storage Co., 1007 Lagrange St.

The Moreton Stge. Co., 23 Huron St., 4. D. H. Overmyer Whse. Co., 217 Cherry St., 4. Reserve Terminals, 983 Front St., 5. Seaway Whse. and Storage Co., 504 Superior St., 4.

Thomas Warehousing Co., 802 Lafayette St., 2; Toledo Merchants Delivery Co., 618 Broadway, 4; Toledo Harbor Warehousing Corp., P. O. Box 944, 1; Toledo Marine Terminals, 26 Main St., 5; Toledo Overseas Terminal Box 306, Sta A., Toledo Terminal Whse., Inc., 128-136 Vance St., 2. Waterway Storage and Warehousing, 247 Morris St., 4.

PORT DEVELOPMENT GROUPS—Toledo Area Chamber of Commerce, Arthur C. Kochendorfer, exec. mgr. Philip B. Carter, mgr., World Trade Dept., 218 Huron St., Toledo 4, Ohio. Toledo-Lucas County Port Authority, Louis C. Purdey, gen. mgr., 241 Superior St., Toledo 4, Ohio.

within the Law



By Leo T. Parker
Legal Consultant, Distribution Age

TRANSPORTATION

Is a warehouseman's lien superior to a mortgage or conditional contract that is not lawfully recorded?

A majority of higher courts hold that if a mortgage or conditional sale contract on merchandise is not lawfully recorded, and the warehouseman has no knowledge that the mortgage or conditional contract existed, the warehouseman's lien is superior to the lien of the mortgage or conditional sale contract.

For example, in S—— v. A——, 79 S. W. (2d) 570, it was shown that a buyer purchased equipment and paid only a portion of the purchase price. He signed a conditional contract of sale which gave the seller the right to repossess the equipment if he failed to pay the installment payments when due and in accordance with the terms of the contract. However, this conditional contract of sale was *not* recorded, as required by state statutes.

The owner of the equipment stored it with a bailee, or warehouseman, named J——. In the meantime, the seller assigned the conditional contract of sale to a finance company. As the owner of the equipment had failed to pay the payments when due, the finance company sued to recover possession of the equipment on the grounds that its rights under the conditional contract were superior to J—— lien for storage and similar charges.

It is interesting to know that the higher court held the bailee's lien to be superior, and said:

"J—— (bailee) had neither constructive nor actual knowledge of this outstanding conditional sale contract.....It clearly appears that J—— had never heard that a conditional sale contract was in existence or that any title or lien of any nature was outstanding in favor of the finance company....."

Another example of this law is found in the case of W——, 224 N. Y. S. 71. Here a warehouseman had accepted two mortgaged articles for storage. The mortgage on one of the articles was recorded, but on the other it was not recorded. The holder of both these mortgages notified the warehouseman that he intended to foreclose the mortgages.

In subsequent litigation, the higher court held the warehouseman entitled to *full payment* of the storage charges due on the article on which the mortgage was *not* recorded, and held that the warehouseman was entitled to payment for storage charges on the other article from the date the notice sent by the mortgage holder was received by the warehouseman.

Other higher courts have established law, as follows: If the warehouseman knows when he accepts merchandise for storage that it is mortgaged, he should have the holder of the mortgage sign a written contract in which the latter obligates himself to pay the charges, if the mortgagee fails to do so. If the warehouseman fails to make this written contract, or have witnesses to testify that the mortgagor promised to pay storage charges on the merchandise, it is unlikely that he can recover any storage charges whether or not the mortgage is properly recorded because the warehouseman's knowledge that stored goods are mortgaged equals a recorded mortgage.

Buffalo Terminal Opens

A new 32-door terminal opened recently in Buffalo, N. Y. Owned and operated by Wilson Freight Forwarding Co., the terminal serves the Buffalo-Niagara Falls area on a 24-hour basis

For comparison, see the leading case of S—— T—— & S—— Co. v. R—— S—— Corp., 58 F. (2d) 511.

The facts of this case are that a man named C—— purchased certain household goods under a conditional sales contract, in which C—— acknowledged the receipt of the goods, and agreed that he would not remove them from their present location without the permission of the seller. This contract was properly acknowledged and duly recorded.

Soon afterward C—— stored the goods with S—— T—— and S—— Co. When C—— failed to pay the balance due on the furniture, the seller demanded that the warehouseman turn over the stored goods to him. The storage company declined to surrender the goods without payment of due storage charges. The seller filed suit. The higher court held the seller entitled to recover possession of the goods without paying storage charges.

For further comparison, see C—— Co. v. A—— Co., 177 N. E. 217. Here it was disclosed that certain merchandise was stored in a warehouse. Later it developed that the merchandise was heavily mortgaged. The holder of the recorded mortgage filed a replevin suit to obtain possession of the merchandise. Litigation developed over the question whether or not the warehouseman lost his right to a lien and, also, whether the warehouseman's lien was superior to the chattel mortgage.

Although the mortgage was prior to the warehouseman's lien, the court held the warehouseman entitled to a lien to receive payment of his storage charges after the mortgage was satisfied. This court said:

"If the holder of a chattel mortgage in a replevin action secures possession of the property, that fact cannot deprive the artisan (warehouseman) of his claim to a lien for work and labor expended. His (warehouseman's) lien is not destroyed by the removal of the chattel property from his possession without this consent. . . ."

Warehouse SPOTLIGHT

Venn Acquires Interest in SWT

The new general manager of the Springfield Warehouse and Transfer Co., Inc., Springfield, Mo., John E. Venn, has acquired an interest in the company. The company, which also appointed Venn vice president and director, specializes in pool car and pool truck distribution and storage in transit.

—DA—

Williamson Re-Elected to Top Position of NCA at Convention

R. B. Williamson was recently re-elected president of the National Cartage Associates, Inc. He is secretary-treasurer of Texas Express Co., Dallas.

Other cartagemen elected to office were Forrest R. Wilkerson, Jr., Dixie Cartage and Warehousing, Inc., Charlotte, N. C., vice president, and A. Joseph Garner, Central Storage and Transfer Co., Harrisburg, Pa., secretary and treasurer.

—DA—

Men in the Spotlight

Howard M. Hay—elected vice president, Affiliated Warehouse Companies, Inc., and Affiliated Cold Storage Companies, Inc.

George Orlowski — named general eastern sales manager, Associated Warehouses, Inc.

U. S. Intra-Migration Seen As Mover Releases Tabulations

Figures based on transcontinental movements charted by one of the nation's largest movers show a depreciation in the westward movement and a flurry of moves into the Washington, D. C., area.

Aero Mayflower Transit Co., Inc., tabulations record that while household movements to 10 western states have slowed, almost 30 per cent more families are moving into the District of Columbia, Maryland, and Virginia than were emigrating in April, May, and June of this year.

California took the lead over its main competition, Florida and Arizona, in the percentage of families moving in against those moving out; but not enough to halt a slowdown in migration westward.

New Warehouse Wing

Construction has begun on a new wing for Ohio Warehouses, Inc., Columbus. It will increase overall size by 50 per cent. The 100,000-sq ft addition will have a modern heating system, cooler storage space, and dock doors for an additional five freight cars and 10 trucks

AMI Holds First Annual Meeting, Elects Alfred Crowe President

Some 100 members attended the first Annual Meeting of the American Movers Institute, Inc., recently. They met to choose a full slate of officers and elected Alfred E. Crowe president.

Serving with Crowe, who is with Vet Vans of Virginia, are H. C. Owings, Jr., Trans-Vans, Inc., Norfolk, Va., vice-president; Lee J. Sloan, Sloan's Moving and Storage Co., St. Louis, Mo., secretary; and John Bittenbender, American Storage Co., Washington, D. C., treasurer.

During his address to the gathering, President Crowe disclosed that AMI membership has passed well beyond the 750 mark. He predicted that by the time the 1961 Convention convenes, AMI will have more than 2000 members on its rolls.

Another speaker before the three-day convention was the executive director of the National Furniture Warehousemen's Association, Donald R. Markham. He covered containerization and based his remarks on his association's continuing study of containerization. Markham suggested that movers be wary not to "stampede toward a system which is as yet unproven."

Along with Crowe, Owings, Sloan, and Bittenbender, the following were elected as regional trustees: C. W. Kearsley, Suffolk Storage Warehouse Co., Boston; E. Harold Tolbert, Capitol Van Lines, Inc., Washington, D. C.; Albert A. Friedel, Lincoln Moving and Storage Co., Cleveland; V. D. Morgan, V. D. Morgan Van Service Co., Louisville, Ky.; and D. L. Wigington, O. K. Transfer Co., Lawton, Okla. Also, Harry Berman, Amick Transfer and Storage Co., Denver; William E. Hibbitt, Lawrence Moving and Storage Co., Sacramento; and Walter C. Sullivan, J. J. Sullivan The Mover, Inc., Springfield, Mass.

Others include Bruce Bolinger, Boweil Storage and Transit Co., Cincinnati, Ohio; L. P. Donnelly, Continental Van Lines, Inc., Birmingham, Ala.; E. H. White, Topeka Transfer and Storage Co., Topeka, Kan.; W. N. McKinney, American Transfer and Storage

(*Please Turn to Page* 200)

DISTRIBUTION AGE

The Magazine of Physical Distribution

TRANSPORTATION

WAREHOUSING

MATERIALS HANDLING

DIRECTORY OF PUBLIC

WAREHOUSES

Listed below are 407 public warehouses whose services are advertised in this issue of DISTRIBUTION AGE. The listing is alphabetical by city and state. Included are general merchandise warehouses, refrigerated warehouses, and household goods warehouses. Also listed are a number of national sales organizations.

Additional information on the services and facilities of particular warehouses shown in the listing can be obtained by turning to the advertisements on the following pages. Generally the advertisements appear in the same geographical, alphabetical sequence as the listings below. Still more information can be had by writing directly to the warehouse.

ALABAMA

Birmingham
Doe's Tfr. & Warehouse, Inc.
Harris Warehouse Co.
Strickland Tfr. & Whse. Co.

Huntsville
White Tfr. & Stge. Co., Inc.

ARIZONA

Phoenix
B-Z Bee Transp'n. & Whse. Co.
Central Warehouse Co.
Lightning Moving & Whse.

Tucson
City Van & Storage Co.

ARKANSAS

Hot Springs
Hot Springs Tfr. & Stge. Co.

Little Rock
Commercial Warehouse Co.
Terminal Warehouse Co.

CALIFORNIA

Costa Mesa
Harbor Transfer & Storage

El Centro
Pioneer Van & Storage Co.

Eureka
Baker & Stanton, Inc.

Fresno
Lawrence Warehouse Co.
Victory Transfer Co., Inc.

Los Angeles
Bekins Warehousing Corp.
California Cartage Warehouse
Central Term. Whse. Co.
Davies Warehouse Co.
Overland Term. Whse. Co.
Pacific Coast Term. Whse. Co.
Pacific Commercial Whse., Inc.
Star Truck & Warehouse Co.
Union Terminal Warehouse

Merced
Smith Van & Storage Co.

National City
National City Tfr. & Stge.

Oceanside
AAA Van & Storage Co.

Palo Alto
Palo Alto Tfr. & Stge. Co.

Riverside
Riverside Tfr. Storage Co.
Salt Lake Mvg. & Stge. Co.

San Francisco
City Tfr. & Storage Co.
Merrill's-Mayflower Whse.
San Francisco Whse. Co.
South End Warehouse Co.

Santa Ana
Wright Transfer Co.

Santa Barbara
Hazelwood Van & Storage Co.

COLORADO

Colorado Springs
Weicker Tfr. & Storage Co.

Denver
Larson Tfr. & Storage Co.
North Denver Tfr. & Stge. Co.
Weicker Tfr. & Storage Co.

Pueblo
Weicker Tfr. & Storage Co.

CONNECTICUT

Bridgeport
Hartford Despatch & Whse. Co., Inc.
Wm. B. Meyer, Inc.

Hartford
George E. Deweye & Co.
Hartford Despatch & Whse. Co., Inc.
Railroad Stge. & Whse. Co., Inc.

New Haven
Davis Storage Co.

DELAWARE

Dover
Delmarva Warehouses, Inc.

DISTRICT OF COLUMBIA

Washington
Davidson Tfr. & Storage Co.
Kane Warehouse Co.
Terminal Stge. Co. of Wash.

FLORIDA

Ft. Lauderdale
Arnold Van & Storage
Security Warehouse
Withers Van & Stge., Inc.

Jacksonville
Jacksonville Warehouse Co.
Laney & Duke Stge. Whse. Co., Inc.
M & M Term. Warehouse Co.
D. H. Overmyer Warehouse Co.
Peninsular Whse. Co., Inc.
Union Term. Warehouse Co.

Miami
American Van & Storage, Inc.
Colonial Warehouse, Inc.
International Bonded Whse. Corp.
John E. Withers Tfr. & Stge. Co.
Miami International Whse. Co.
Santini Bros., Inc.

Panama City
Van Horn Tfr. & Stge. Co.

Tampa
Caldwell Bonded Warehouses
Gulf Florida Terminal Co.
D. H. Overmyer Whse. Co.
Trans-Florida Whse. Corp.
Warehouse, Inc.

GEORGIA

Atlanta
American Bonded Warehouse
D. H. Overmyer Whse. Co.

Savannah
Savannah Bonded Whse. & Tfr. Co.

Columbus
Burnam Warehouses, Inc.

HAWAII

Honolulu
H C & D Moving & Storage

IDAHO

Boise
Boise Cold Stge. Co., Ltd.

ILLINOIS

Berwyn
Kott Stge. & Van Co., Inc.

Cairo
Hudson Warehouses, Inc.

Chicago
Ace Warehousing Service
Affiliated Whse. Companies
American Chain of Whses., Inc.
Anchor Storage Co.
Associated Warehouses, Inc.
Calumet Harbor Term's., Inc.
Crooks Term. Warehouses, Inc.
Currier-Lee Warehouses, Inc.
Equipment Storage Corp.
Griswold & Bateman Whse. Co.
Grove Storage Co., Inc.
Joyce Bros. Stge. & Van Co.
Majestic Warehouses, Inc.
Midland Warehouses, Inc.
North Pier Terminal
Packers Term. & Warehouse Corp.
Producers Warehouse Co.
Reebie Stge. & Mvg. Co., Inc.
Riverside Warehouse
Soo Terminal Warehouse
Storit Warehouse, Inc.
Sykes Term. Warehouse Co.
Wakem & McLaughlin, Inc.
Western Warehousing Co.

Chicago Heights
United Warehousing Co.

East St. Louis
McMahon Tfr. & Warehouse Co.
Mid-American Term. Warehouse
G. J. Nooney & Co.

Joliet
Joliet Whse. & Tfr. Co.

Kankakee
Allstates Moving & Stge. Co.
Belt Route Whse. & Stge. Co.

Vandalia
Vandalia Warehouse Corp.

INDIANA

Elkhart
Schult General Warehouse

Evansville
Ingle Street Warehouse Co.
Producers, Inc.
Mead Johnson Terminal Corp.

Fort Wayne
Edgars Warehouses
Fort Wayne Storage Co., Inc.
Pettit's Warehouses, Inc.

Hammond
Great Lakes Warehouse Corp.
Illiana Storage Co., Inc.
Nowak Warehouses, Inc.

Indianapolis
Indiana Term. & Refrig. Co.
Indianapolis Whse. & Stge. Co., Inc.
Merchandise Whse. Co., Inc.
Strohm Whse. & Cartage Co.

Jeffersonville
Jeffersonville Div. of Louisville Public Whse. Co.

Marion
Associated Storage & Van Co.

Muncie
Oren-Shively Warehouses

IOWA

Cedar Rapids
American Tfr. & Storage Co.
Cedar Rapids Tfr. & Stge. Co.

Davenport
Roederer Tfr. & Storage Co.

Dubuque
Dubuque Storage & Tfr. Co.

KANSAS

Hutchinson
Hutchinson Mdse. Whse., Inc.

Kansas City
G. K. Warehouses, Inc.

Wichita
Merchants Van & Storage Co.

KENTUCKY

Louisville
Dixie Whse. & Cartage Co., Inc.
Falls City Tfr. & Stge. Co., Inc.

Louisville Public Whse. Co.
Winchester
Winn Ave. Warehouses, Inc.

LOUISIANA

Lafayette
Louisiana Whse. & Dist. Co.
Monroe
Faulk - Collier Bonded Whses, Inc.
New Orleans
H. G. Bauer Mvg. & Storage
Commercial Term. Whse., Inc.
Gulf Shipside Storage Corp.
Hayes Drayage & Stge., Inc.
Maloney Trucking & Stge., Inc.
Standard Whse. Co., Inc.
Shreveport
Herrin Tfr. & Whse. Co., Inc.

MARYLAND

Baltimore
Camden Warehouses
Davidson Tfr. & Stge. Co.
Rowley Whsing. & Dist., Inc.
Rukert Terminals Corp.
Terminal Warehouse Co.
Western Maryland Whse. Co.

MASSACHUSETTS

Boston
Boston Stge. Whse. Co., Inc.
Charles River Stores
Commodity Warehouse Corp.
Hoosac Stge. & Whse. Co.
National Dock & Stge. Whse. Co.
Standard Storage Co.
Suffolk Stge. Whse. Co.
Wiggin Terminals
Cambridge
Atlantic Stores, Inc.
Hartford Despatch & Whse. Co.
Lowell
Curran-Morton of Lowell, Inc.
Springfield
Hartford Despatch & Whse. Co.
Pioneer Valley Refrig. Whse., Inc.

MICHIGAN

Detroit
Central Detroit Whse. Co.
Detroit Harbor Terml's., Inc.
Edgars Warehouses
Federal Storage & Terminal
Fleetwing Terminal Corp.
Grand Trunk Whse. & C. S. Co.
John F. Ivory Stge. Co., Inc.
Jefferson Term. Warehouse
Lakeshore Warehouse, Inc.
United States Cold Stge. Corp.
Jackson
Jackson Stge. & Trucking Co.
Kalamazoo
National Storage Co.
Lansing
Fireproof Storage Co.
Muskegon
Lange Fireproof Storage

MINNESOTA

Minneapolis
Boyd Tfr. & Storage Co.
Brokers Warehouse, Inc.
Minneapolis Term. Whse. Co.
Murphy Warehouse Co.
Security Warehouse Co.
Skellet Van & Storage Co.
St. Paul
Central Warehouse Co.
Murphy Warehouse Co.
St. Paul Term. Whse. Co.

MISSISSIPPI

Biloxi
Biloxi Tfr. & Stge. Co., Inc.
Laurel
Green Tfr. & Storage Co.

MISSOURI

Kansas City
Adams Tfr. & Storage Co.
Belger Warehouse Co.
Central Storage Co.
Crooks Term. Whses., Inc.
Fairfax Storage Co.
G-K Warehouses, Inc.
Jacobs Warehouse Co., Inc.
Kansas City Term. Whse. Co.
Midwest Term. Warehouse Co.
St. Louis
B & L Drayage & Whse. Co., Inc.
Keystone Warehousing Co.
S. N. Long Warehouse
Madison St. Term. Whse. Corp.
Rutger Street Warehouse, Inc.
St. Louis Term. Warehouse Co.
Von Der Ahe Van Lines, Inc.
Warehousing Corp. of Missouri, Inc.
Springfield
General Warehouse Corp.
Springfield Whse. & Tfr. Co., Inc.

MONTANA

Great Falls
Great Falls Tfr. & Stge. Co.

NEBRASKA

Lincoln
Sullivan Tfr. & Storage
Omaha
Ford Storage & Moving Co.
Gordon Stge. Warehouses, Inc.
Omaha Central Warehouse Co.

NEVADA

Elko
Nevada Freeport Storage Co.
Las Vegas
Youngs Tfr. & Storage, Inc.
Reno
Lawrence Whse. & Dist. Co.

NEW HAMPSHIRE

Manchester
McLane & Taylor Corp.

NEW JERSEY

Bayonne
Lehigh Tank Terminal
Wheeling Transportation, Inc.
Camden
Camden Marine Terminals
Eavenson & Levering Div. of Mack Warehouse Corp.
Dover
Brown's Storage Co., Inc.
Elizabeth
Waverly Warehouse Corp.
Wheeling Transportation, Inc.
Haddon Heights
Haddon Mvg. & Storage Co.
Hillside
Wheeling Transportation, Inc.
Jersey City
Lackawanna Whse. Co., Inc.
Mid-Hudson Whse. of Jersey City, Inc.
Newark
Federal Warehouses
Lehigh Whse. & Transp'n. Co.
Rock Warehouse Co.
New Brunswick
New Brunswick Stge. Whse., Inc.
Paterson
Brooks Stge. Whse., Inc.
Commercial Warehouses
Port Newark
Mid-Hudson Whse. of Port Newark, Inc.
Wheeling Transportation, Inc.
Trenton
Anchor Warehouse Co.
Delaware Valley Warehouse Co.
Manning's Warehouse Corp.

NEW MEXICO

Albuquerque
Springer Transfer Co.
Clovis
B & H Tfr. & Storage

NEW YORK

Brooklyn
Dock Whsing. & Bottling Center, Inc.
Empire State Whses. Co.
Buffalo
American Household Stge. Co.
Buffalo Mdse. Whses., Inc.
Keystone Warehouse Co.
Knowlton Warehouse, Inc.
Laub Warehouse
Lederer Terminals
Wilson Warehouse, Inc.
Deer Park, L. I.
Pinter Warehouse, Inc.
East Rockaway, L. I.
A. E. White Mvg. & Stge. Co.
Floral Park, L. I.
Kalfur Bros.
Flushing, L. I.
Flushing Van & Stge. Co., Inc.
Horseheads
Lehigh-Horseheads Whse. Corp.
Newburgh
Finnegan's Warehouse Corp.
New York City
Affiliated Warehouse Co's.
American Chain of Whses., Inc.
Becker Warehouse Co.
Bowling Green Stge. & Van Co.
Chelsea Warehouses
Santini Bros., Inc.
Riverhead, L. I.
Riverhead Van & Stge. Co., Inc.
Rochester
Geo. M. Clancy Carting Co., Inc.
Wm. B. Duffy Carting Co., Inc.
Roslyn Heights
R. B. Hamilton Mvg. & Stge. Corp.
Syracuse
Great Northern Whses., Inc.
King Storage Whse., Inc.
Paul-Jeffrey Co.
Syracuse Furn. Fwdg. Co., Inc.
Troy
William Lee & Co., Inc.
White Plains
J. H. Evans & Sons, Inc.

NORTH CAROLINA

Charlotte
American Stge. & Whse. Co., Inc.
Dixie Cartage & Whsing Co.
Hickory
Abernethy Tfr. & Stge. Co.
Raleigh
Carolina Stge. & Dist. Co.
Raleigh Bonded Whse., Inc.

NORTH DAKOTA

Fargo
Union Stge. & Transfer Co.

OHIO

Akron
Cotter Mdse. Stge. Co.
Cincinnati
Baltimore & Ohio Whse. Co.
Cincinnati Term. Whses., Inc.
Cleveland
Assembly Dist. Service, Inc.
Lederer Terminals
National Terminals Corp.
Neal Storage Co.
Columbus
Central Ohio Warehouse Co.
Columbus Term. Whse. Co.
Merchandise Warehouse Co.
Ohio Warehouses, Inc.
Patton Warehouse, Inc.
Dayton
Bogan Mvg. & Stge., Inc.
Dayton Warehouses, Inc.
Union Storage Co.
Mansfield
Buckeye Storage Co.
Frank Williams Tfr. & Stge. Co.
Springfield
Frank Wagners Service, Inc.
Toledo
Edgars Warehouses
Great Lakes Term. Whse. Co.
Merchants & Mfgers. Whse. Co.
D. H. Overmyer Whse. Co.
Toledo Term. Warehouse, Inc.
Youngstown
Lederer Terminals

OKLAHOMA

Oklahoma City
O. K. Tfr. & Storage Co.
Public Warehouse Co., Inc.
Tulsa
Downtown Warehouse Co.
General Warehouse Corp.
Page Stge. & Van Lines, Inc.

OREGON

Portland
Holman Transfer
Oregon Transfer Co.
Rapid Tfr. & Stge. Co.
Rudie Wilhelm

PENNSYLVANIA

Allentown
Hummel Whse. Co., Inc.
Butler
O. H. Nicholas Tfr. & Stge. Co.
Erie
Erie Stge. & Carting Co., Inc.
Erie Warehouse Co.
M. V. Irwin Mvg. & Stge., Inc.
Harrisburg
Harrisburg Storage Co.
Harrisburg Warehouse Div.
Pennsylvania Commercial Whse. Co.
Lancaster
Lancaster Storage Co.
Lewisburg
W. E. Minium Mvg. & Stge.
New Castle
Keystone-Lawrence Tfr. & Stge. Co.
Philadelphia
Commercial Warehousing Co.
Gallagher's Warehouses, Inc.
Dan Louderback Mvg. & Stge. Co.
Merchants Warehouse Co.
Pennsylvania Whse. & Safe Deposit Co.
Quaker City Cold Stge. Co., Inc.
Terminal Warehouse Co.
Pittsburgh
Beacon Warehouse, Inc.
W. J. Beitler Co.
White Terminal Co.
Scranton
Bison Whse. & Stge. Co.
Mifflin Warehouse Co.
Quackenbush Warehouse Co.

PUERTO RICO

San Juan
Almacenes Maritimos, Inc.

RHODE ISLAND

Newport
Manuel Bros., Inc.
Providence
Atlas Terminal Co.
Jones Warehouses, Inc.

SOUTH CAROLINA

Charleston
Berkeley Storage Co.
Charleston Whse. & Fwdg. Corp.
Columbia
Carolina Bonded Stge. Co.
Florence
Southern Bonded Whse. Co.
Greenville
Beattie Bonded Whse. Co.

TENNESSEE

Chattanooga
Chattanooga Whse. & C. S. Co.
Knoxville
Fireproof Stge. & Van Co., Inc.
Memphis
Armstrong Tfr. & Stge. Co., Inc.
Interstate Storage Co.
John T. Mayer Whse. & Term., Inc.
Midwest Term. Whse. Co.
Poston Warehouses, Inc.
Rose Warehouse Co.
Vaiden Warehouse
Nashville
Bond Chadwell Co.
Central Van & Stge. Co.
Ozburn-Hessey Stge. Co.

TEXAS

Beaumont
Terminal Whse. & Stge. Co.
Dallas
Great Southwest Whses., Inc.
Mayflower Warehouses (American Tfr. & Stge. Co.)
Texas Delivery Warehouse
El Paso
Daniel's Moving & Storage
El Paso Term. Whses., Inc.
Western Warehouses
Fort Worth
Binyon O'Keefe Storage Co.
Houston
American Warehouses, Inc.
Houston Central Whse. & C. S. Co.
Houston Term. Whse. & C. S. Co.
Houston Warehouse Service
T. P. C. Stge. & Tfr. Co., Inc.
Texas Service Warehouse Co.
Union Tfr. & Storage Co.
Universal Term. Whse. Co.
Wald Term. Whse. Co., Inc.
San Antonio
Merchants Tfr. & Storage Co.

UTAH

Salt Lake City
Noyce Transfer Co.
Redman Van & Storage Co.

VIRGINIA

Arlington
Newlon Transfer & Storage
Norfolk
Security Storage & Van Co.
Southgate Term. Warehouse Co.

WASHINGTON

Seattle
Martin Van Lines, Inc.
Seattle Tfr. & Storage Co.
Taylor Edwards Whse. & Tfr. Co., Inc.
Spokane
Taylor Edwards Whse. & Tfr. Co., Inc.

WEST VIRGINIA

Charleston
Mathews Storage Warehouses
Huntington
Service Warehouse Corp.
Wheeling
J. E. Miller Tfr. & Stge. Co.

WISCONSIN

Beloit
Bruner Transfer & Storage
Green Bay
Leicht Transfer & Storage Co.
Madison
Hansen Stge. of Madison, Inc.
Milwaukee
American Warehouse Co.
Hansen Storage Co.
National Warehouse Corp.
Terminal Storage Co.
Superior
Superior Warehouse Co.

WYOMING

Casper
Natrona Tfr. Stge. & Fuel Co.

CANADA

Toronto, Ont.
Howell Warehouses, Ltd.
Terminal Warehouses, Ltd.
Toronto Storage Co., Ltd.
Montreal, Que.
St. Lawrence Warehouse, Inc.
Regina, Sask.
Regina Cartage & Stge. Co., Ltd.
Edmonton, Alberta
Western Cartage & Stge.
Winnipeg, Man.
Manitoba Cartage & Storage, Ltd.

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Pool Cars Handled

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A COMPLETE HOUSEHOLD GOODS SERVICE OFFERED

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- Local Cartage Service
- Pool Car Distribution
- Inside Truck Loading
- Field Warehousing
- Private Sidings — 20 Car Capacity
- Free Switching

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- Storage and Nationwide moving of household goods.

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American Chain of Warehouses
National Warehouse Receipts System
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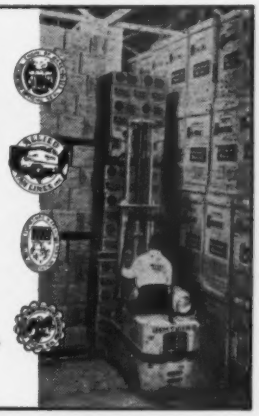

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DELIVERY SERVICE—Operate fleet of trucks. Daily deliveries in city and suburbs

SPECIAL SERVICES—Specialize in grocery items storage and pool car distribution

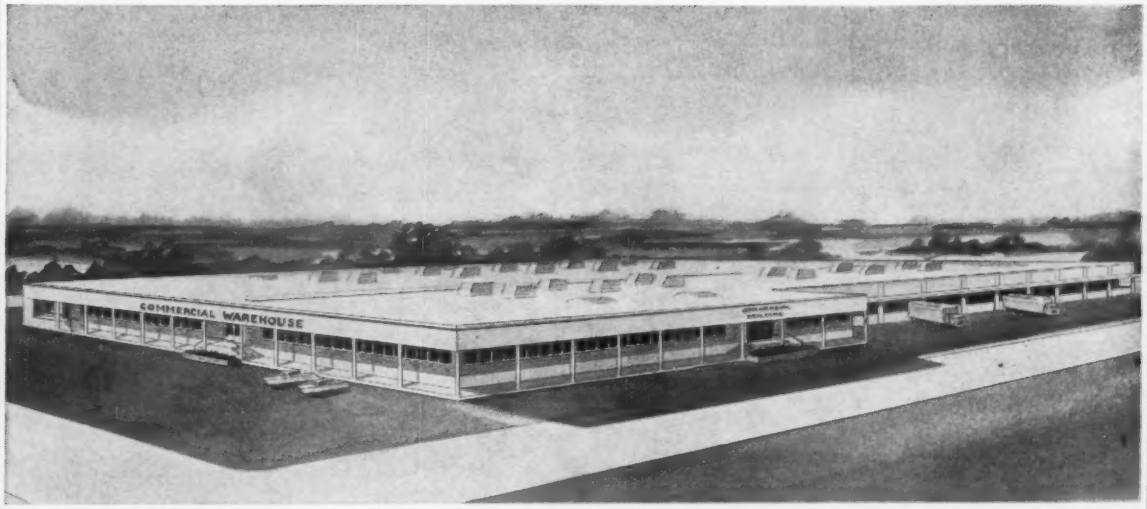
INSURANCE RATES—Fully sprinklered—Contents Rate 22.5c A.D.T. Fire & Burglary Protection

Strickland Transfer & Warehouse Co.

EST. 1933

In Arkansas It's

COMMERCIAL WAREHOUSE COMPANY



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- AIR CONDITIONED OFFICES AND DISPLAY SPACE
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- FULLY MECHANIZED
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- 10 CAR SPOT
- FENCED AND PAVED OUTSIDE STORAGE
- REFRIGERATOR TRUCK SERVICE
- LOCAL TRANSFER

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SOUTHWEST WAREHOUSE ASS'N

AGENT:
UNITED VAN LINES

REPRESENTED BY:
ALLIED DISTRIBUTION, CHICAGO - NEW YORK

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1800 EAST 26TH STREET
LITTLE ROCK, ARKANSAS

PHONE FRANKLIN 5-8168

JIM S. PORTER
President

HOT SPRINGS, ARK.

Telephone: NAtional 3-5151

AGENT

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Household Goods & Merchandise Service

R.R. Siding — Fireproof Construction

Member of Ark B&TA

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Merchandise and Household Storage
Pool Car Distribution
AGENT, ALLIED VAN LINES

TERMINAL WAREHOUSE CO.

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American Chain of Warehouses

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COSTA MESA, CAL.

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Home Phone: KImberly 5-0575

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LOCAL & LONG-DISTANCE MOVING

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P. C. THACKER, JR.

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FRESNO, CAL.

Telephone AMherst 4-6521

LAWRENCE WAREHOUSE COMPANY

747 "R" St.

Telephone: AMherst 4-6521

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MERCHANDISE AND FIELD WAREHOUSING

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Complete warehouse facilities

Distribution of merchandise pool cars

Materials handling equipment

Sidings—7 car capacity

Consign shipments via A.T.&S.F. or S.P.

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Serving the Redwood Empire

ACCREDITED MAYFLOWER WAREHOUSES

BAKER & STANTON, INC.

Mayflower Movers

Local & Long Distance Moving

EUREKA, Calif. Phone HI 3-3161

ACCREDITED MOVING—STORAGE—CRATING—SHIPPING

FRESNO, CAL.

Telephone AMherst 4-2897

VICTORY TRANSFER CO., INC.

747 "R" Street, Fresno, Cal.

Specializing in the Distribution of Merchandise Pool Cars

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LOS ANGELES, CAL.

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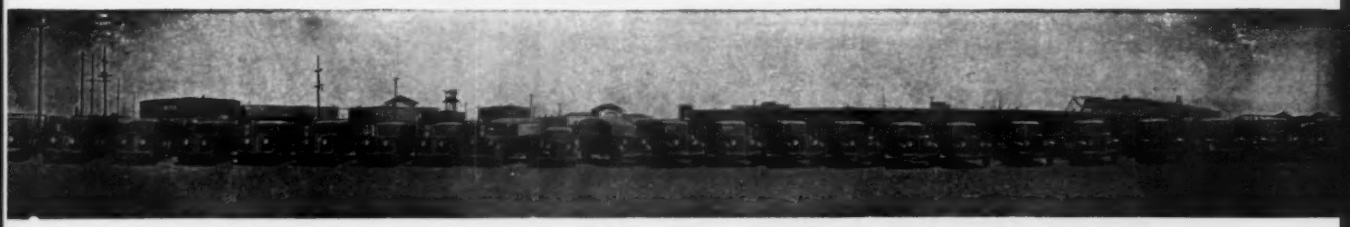

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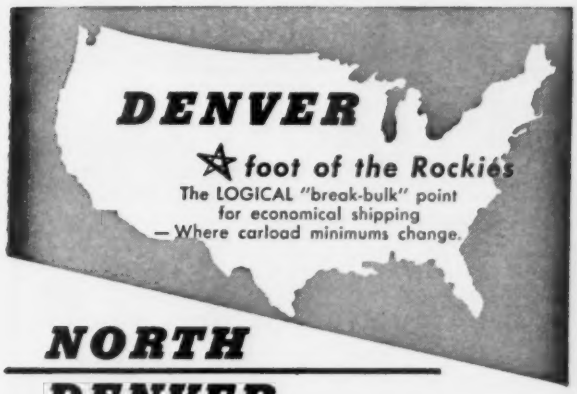

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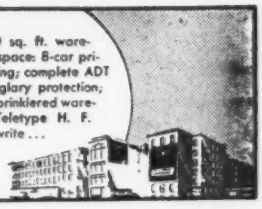

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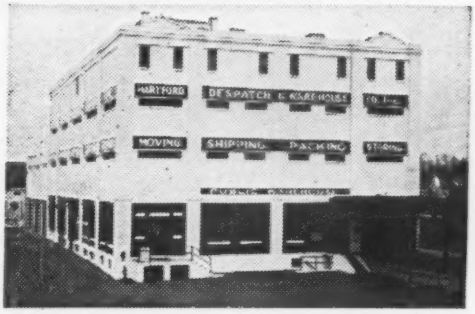

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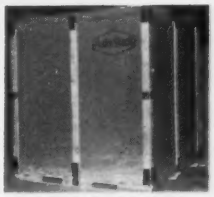

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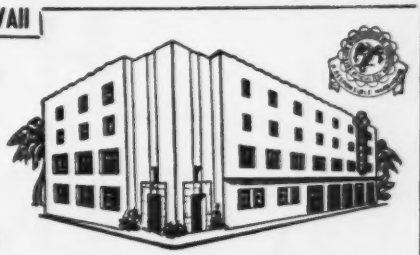

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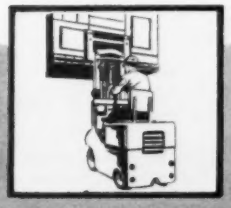

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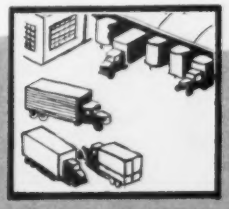

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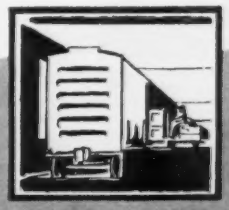

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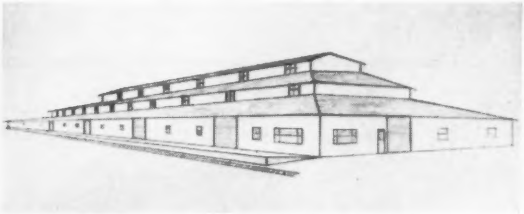

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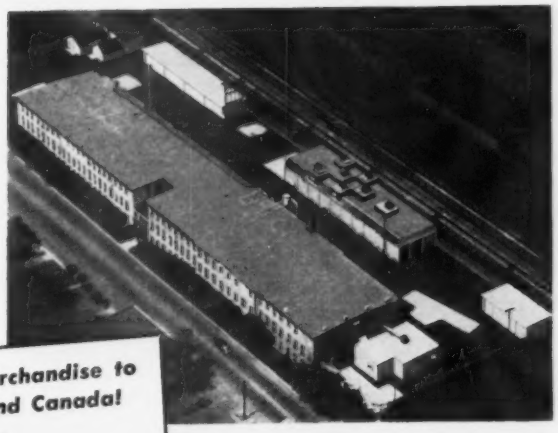

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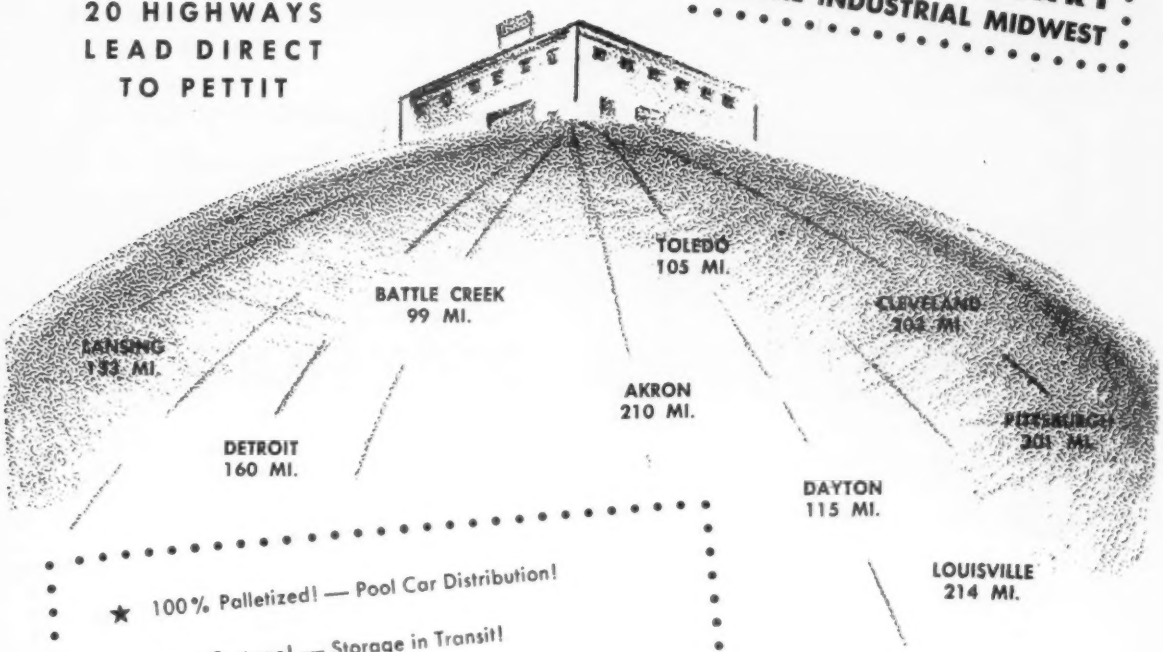

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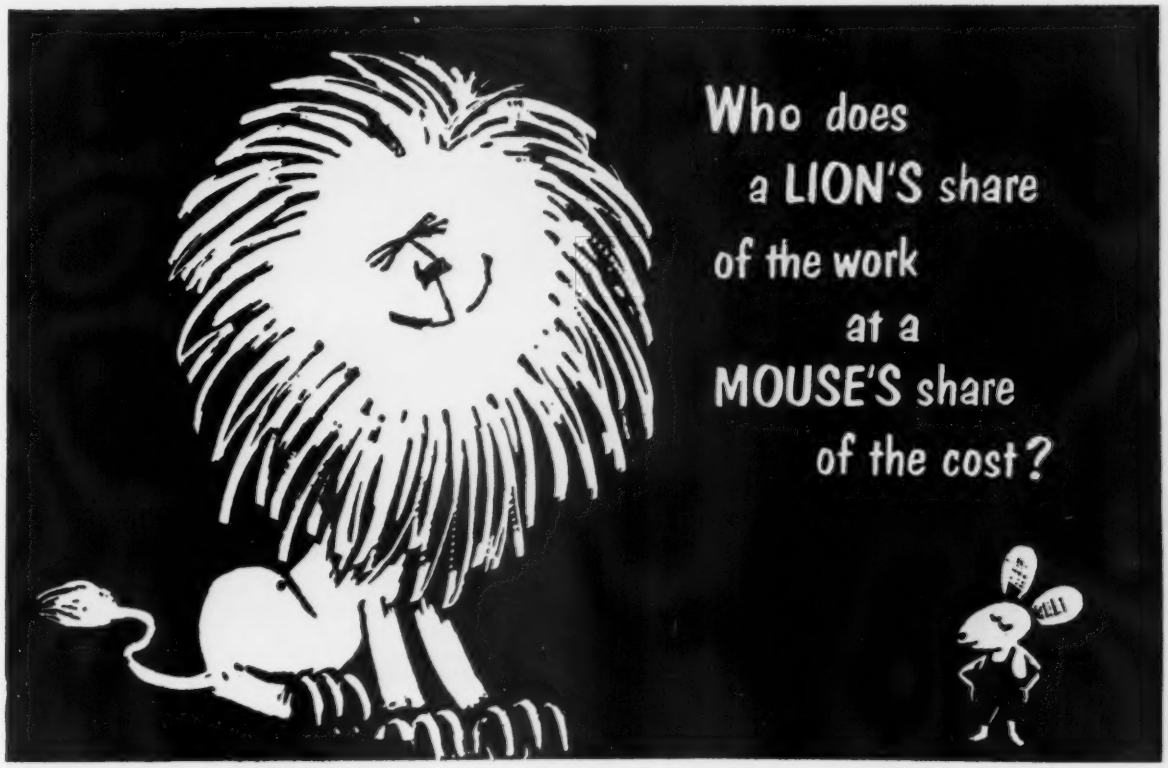

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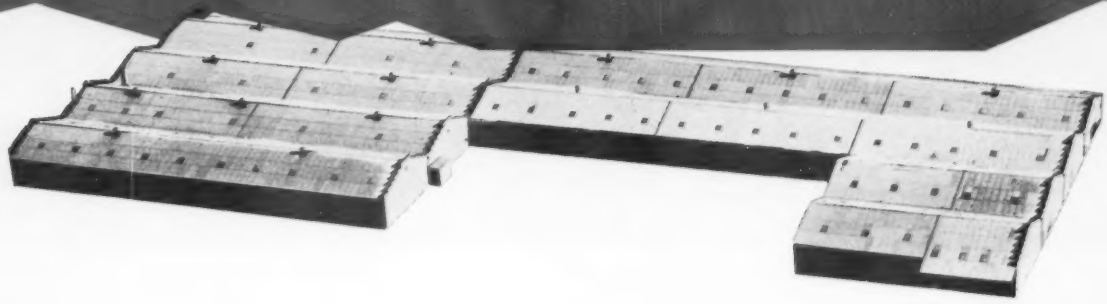

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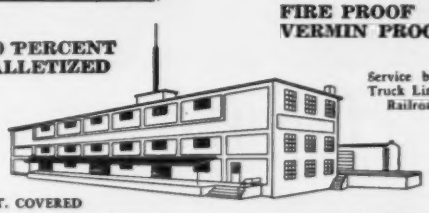

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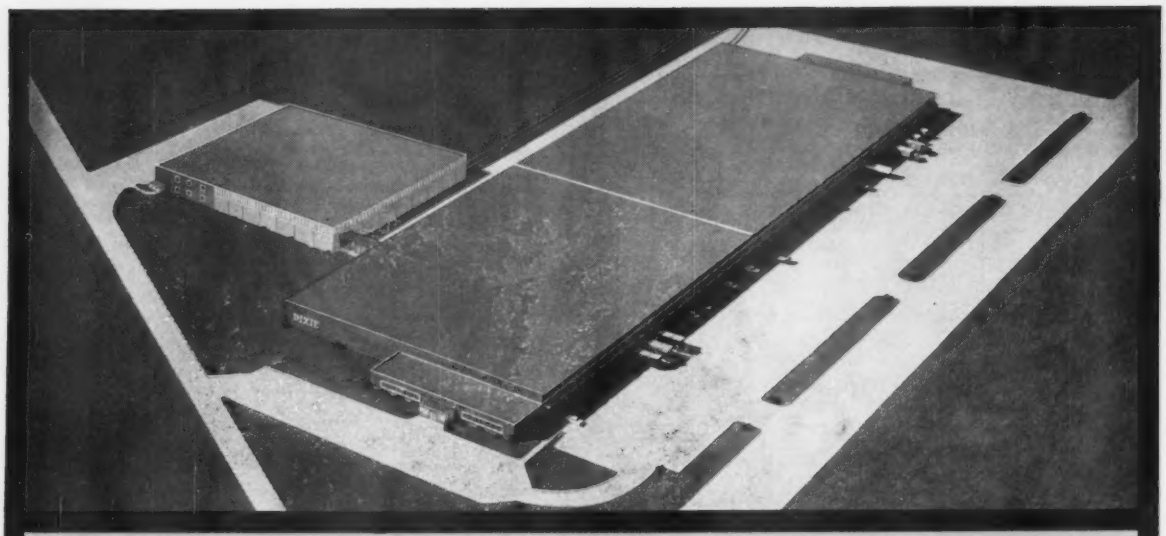

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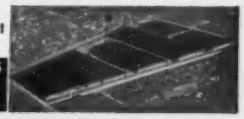

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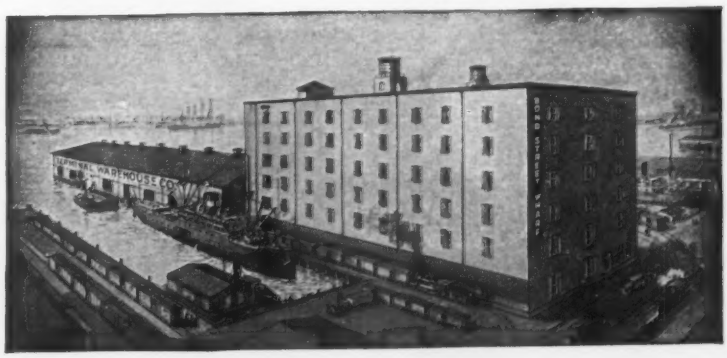

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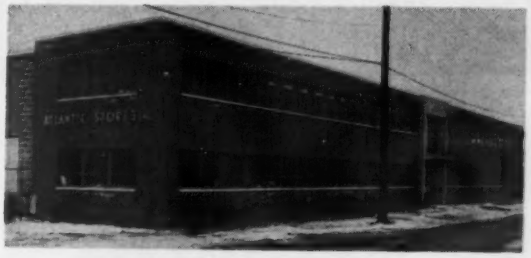

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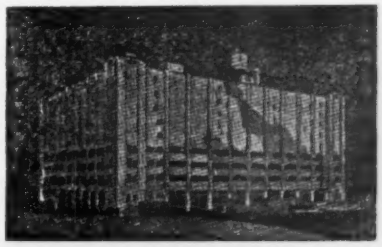

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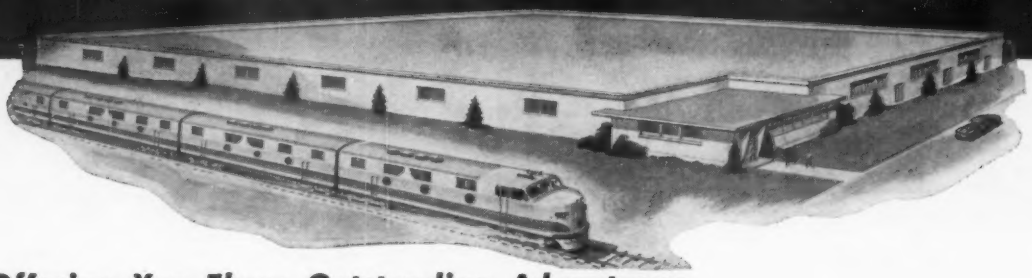

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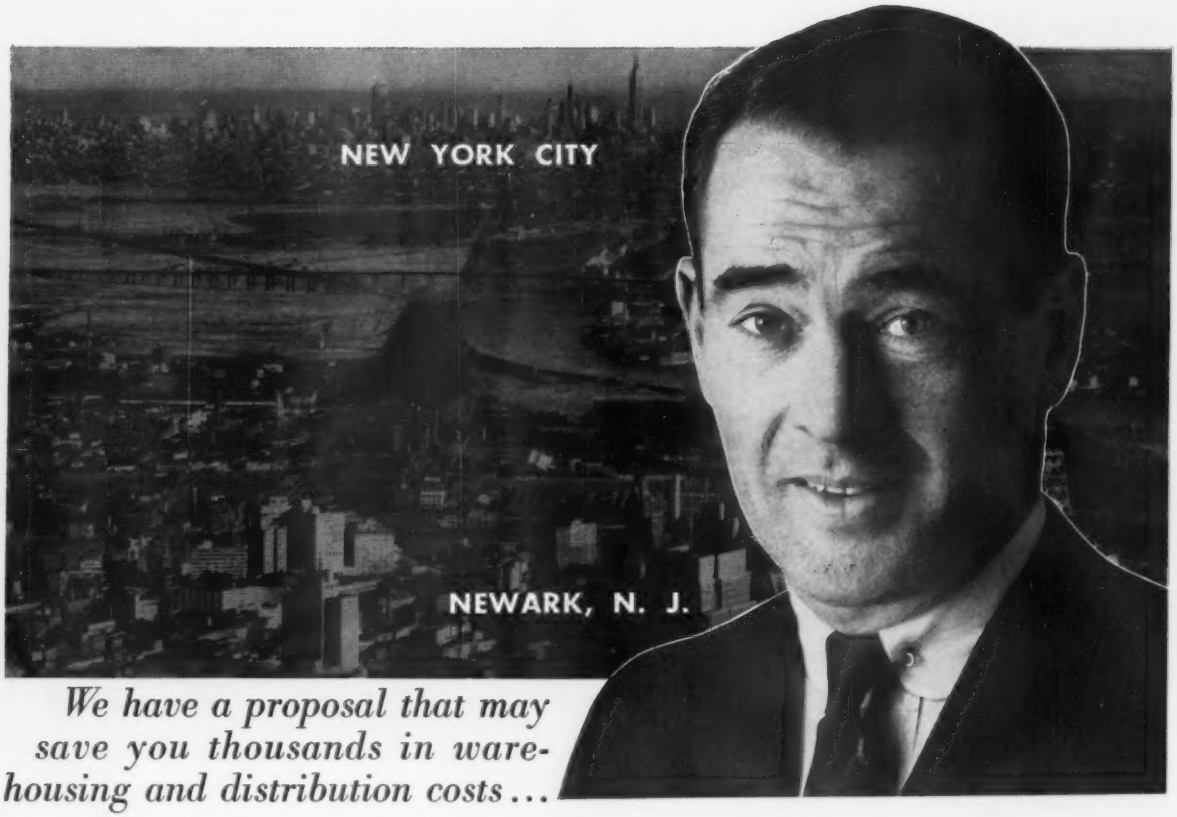

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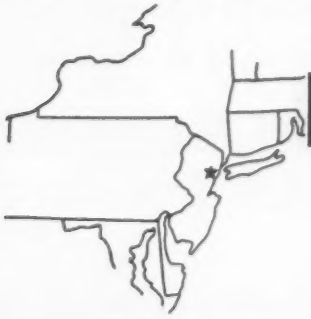

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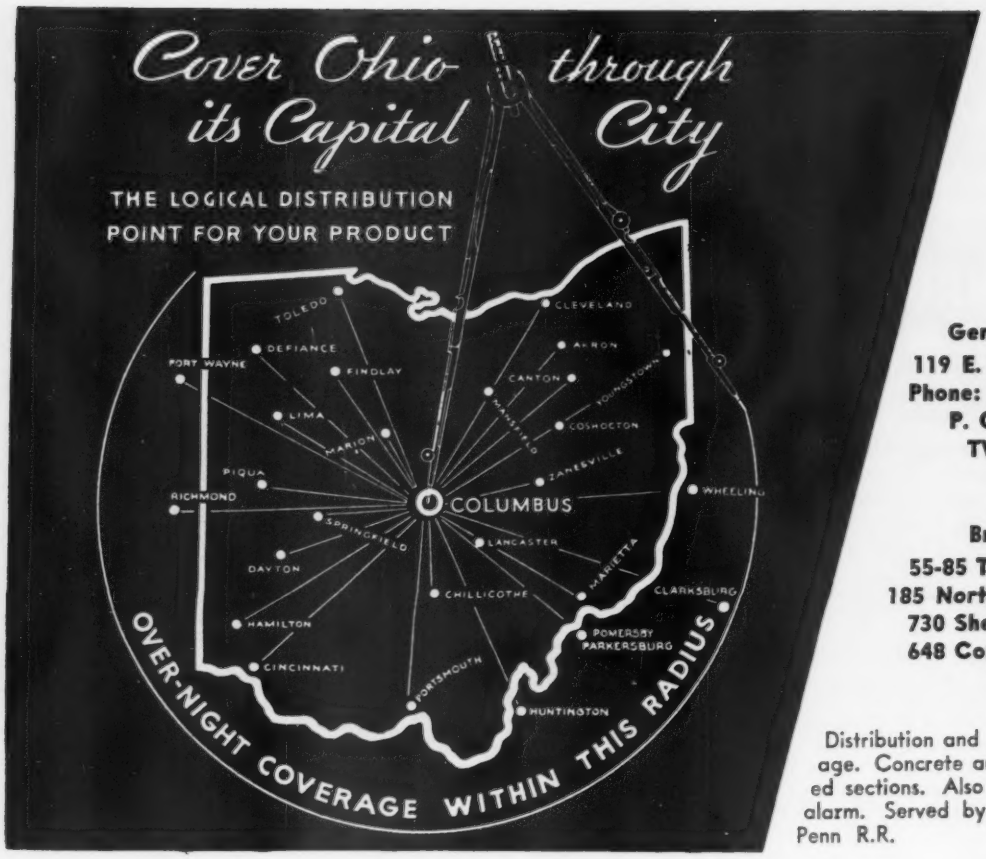

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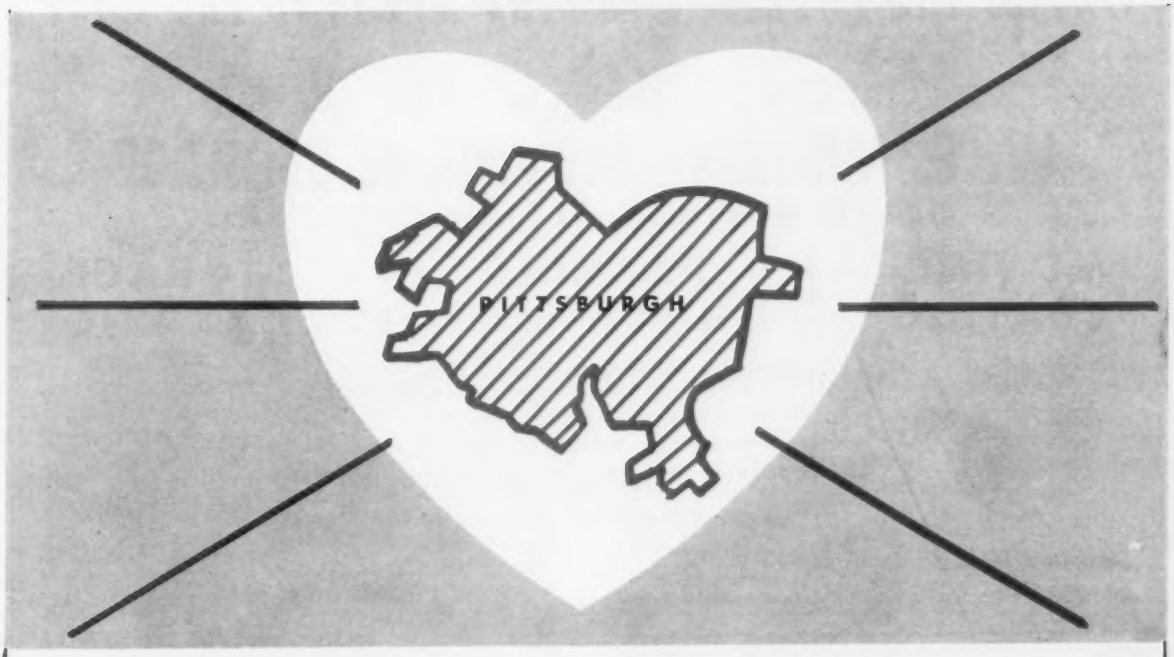

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Daily cartage within 75 mile radius

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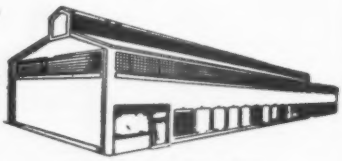

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COMPLETELY MECHANIZED
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POOL CAR DISTRIBUTION & STORAGE IN TRANSIT
Located on the Frisco-Illinois Central & Missouri Pacific & L&N with Reciprocal Switching

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COMPLETE WAREHOUSE FACILITIES

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POOL CAR DISTRIBUTION

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Brick, Concrete, Sprinklered Warehouse, ADT Automatic fire alarm. Private siding: Ill. Central, StL. & SW RR. Consign shipments via any RR. Pool car distribution. Branch office facilities.

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SINGLE STORY OPERATION
FULLY MECHANIZED
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LOW INSURANCE RATES

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moving • packing • storing
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Spotlight . . .

(Continued from Page 146)

Warehouse Briefs

Pioneer Warehouses was acquired recently by the **Weissberger Group** of moving and storage companies. Pioneer, a record storage facility, is used by many financial institutions in the Wall Street area.

New agents have joined the **United Van Lines** organization. They are **A. S. Austin and Son**, Radford, Va.; **Campbell Moving and Storage Co.**, Fort Walton Beach, Fla.; **Churchill Transportation Co.**, Hemet, Calif.; **Grant Transfer, Inc.**, Scottsbluff, Neb.; **Lyle's Delivery and Moving**, Steubenville, Ohio; **Parker K. Bailey and Sons**, Bangor, Maine; **Pat Dunne Moving and Storage Co.**, Columbus, Miss. United's Convention will be held at the Deauville Hotel, Miami Beach, Fla., November 17-19.

The first tandem trailer unit in the household moving industry is being used by **Allied Van Lines, Inc.** Such a unit handles 6000-cu ft of hhg per trip. It is routed between Boston, New York, Chicago via the Massachusetts Turnpike, New York Thruway, Ohio Turnpike, and Illinois Tollway.

Two agencies are new members of **Aero Mayflower Transit Co., Inc.** They are **Red Ball Moving and Storage** of Johnstown, Johnstown, Pa.; **Taylor Transfer Co.**, Burlington, Ontario.

(*Please Turn to Page* 204)

AMI . . .

Co., Dallas; Thomas R. Nielsen, Nielsen Transfer and Storage Co., Boise, Idaho; and Earl J. Griebling, Hunt Transfer Co., Inc., Seattle.

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100,000 SQ. FEET OF STORAGE SPACE

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Lowest Content Insurance Rate

Storage of Household Goods & Merchandise, State Bonded. Private Trackage—T. & P. and So. Pac. Rys. Pool Car Distribution—Motor Truck Service. Agent for Lyon Van Lines. Represented by Allied Distribution, Inc., Chicago, Ill., & New York, N. Y.

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Our modern Centrally located warehouse is completely equipped to serve you with over 200,000 sq. ft. of merchandise and household storage space

MOVING—STORAGE—PACKING—SHIPPING

Since 1875 **BINYON-O'KEEFE STORAGE CO.** Since 1875

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- CHICAGO Rep. — M. H. Finger — Canal 6-3544
- LOS ANGELES Rep.—R. J. Jones—Madison 2-4594

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Our new warehouse is 800 feet long by 250 feet wide with car spot on the Mo. Pac. R.R. for 20 cars at one time. Plenty of truck dock space with wide area to maneuver trucks and trailers.

This modern one-story property with high ceilings and unlimited floor load capacity is fully equipped with modern materials handling apparatus.

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Houston Terminal Warehouse & Cold Storage Company

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General Storage Cold Storage U. S. Customs Bonded
A. D. T. Service Pool Car Distribution
Office Space Display Space Parking Space
Lowest Insurance Rate

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905 Live Oak Street

And For Pool Car Distribution

HOUSTON *Freight Service* INCORPORATED
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A COMPLETE WAREHOUSE & DISTRIBUTION SERVICE

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION
Commercial Storage
BONDED
Office Space — Parking Space
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32 Years Warehousing Experience

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Private Rail Sidings — All Houston Railroads
General Merchandise — Storage and Distribution
Sprinklered Throughout A.D.T. Supervisory Service

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UNION TRANSFER & STORAGE COMPANY

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MOST MODERN FACILITIES IN SOUTHWEST
OFFICES YEAR AROUND AIR CONDITIONED
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A FISHER G. DORSEY INTEREST

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Merchandise Storage—Pool Car Distribution—Drayage Service
A.D.T. Central Station Automatic Supervisory Sprinkler, Waterflow, and Fire Alarm Service
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Represented in all principal cities by
UNIVERSAL CARLOADING & DISTRIBUTING COMPANY
Division of UNITED STATES FREIGHT CO.
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Established 1914

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New York—Chicago—San Francisco

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MERCHANTS TRANSFER AND STORAGE CO.

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MOVING
SHIPPING
PACKING

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Complete Storage and Distribution Service

Merchandise — Pool Car Service — Household Goods

Agents—NORTH AMERICAN VAN LINES, INC.

DISTRIBUTION TO THE ENTIRE SOUTHWEST

Great Southwest

Now, for *all* your warehousing-distribution needs, you can have overnight service throughout the Southwest . . . from *one* central location. GSW, in the heart of the Dallas-Fort Worth metropolitan area, offers the efficiencies and economies of a large, integrated warehousing-distribution firm, the swiftness and personal attention of separate divisions. Check GSW first, for the *entire* Southwest.

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The Dallas Transfer Division of GSW, founded in 1875, is conveniently located to serve the Dallas Metro area, and the entire Southwest. 466,000 square feet of efficient warehouse, with three Dallas locations, offer you large amounts of modern, fireproof space completely mechanized for merchandise handling. The Latimer and Austin Street warehouses are single-story with large parking and dock areas and ample railroad siding.

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- √ Field Warehousing
- √ Office and Display Space
- √ Special Equipment for Machinery Handling & Setting
- √ Pool Car Distribution
- √ Low Insurance Rates
- √ Sprinkler Equipped
- √ Household Goods Storage

Dallas Transfer & Terminal Warehouse Division Offices:
1118 Jackson Street
Dallas, Texas

Member: American Chain of Warehouses, Inc.

Agents: Allied Van Lines, Inc.

...FROM ONE WAREHOUSE FIRM

Warehouses, Inc.

INTERSTATE TRINITY
WAREHOUSE DIVISION

Interstate Trinity, division of GSW, has a proven record of efficiency, excellence, and skillful management in warehousing-distribution. I. T. is ideally located for merchandise distribution and storage in metropolitan Dallas-Fort Worth, and the Southwest. As part of the huge GSW complex, Interstate Trinity is able to handle any account, no matter the size, complexity or particular problem.

- √ Low Insurance Rates
- √ Merchandise Storage
- √ Weekly Inspection for Vermin Control
- √ Sprinkler Equipped
- √ Pool Car Service
- √ Gravity, Motor-Driven Conveyors
- √ Household Goods Storage

Interstate Trinity Warehouse Division Offices:
301 North Market Street
Dallas, Texas

Member: Allied Distribution, Inc.

Agents: Allied Van Lines, Inc.

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A new and completely mechanized warehouse, 200,000 square feet, located mid-way between Dallas and Fort Worth in the Great Southwest Industrial District. This warehouse is in the heart of a transportation net to all the Southwest, with the Industrial District's own railroad connecting directly to both the Texas & Pacific and Rock Island Railroads. The totally automated Arlington warehouse is a single-story building engineered to permit economical, efficient 18 ft. stacks; it is the first of 12 warehouses, each 200,000 square feet, planned for GSW in the Great Southwest Industrial District.

GREAT SOUTHWEST WAREHOUSES, INC. **GSW**

Dallas Transfer Division: 1118 Jackson Street, Dallas, Texas
Interstate Trinity Division: 301 North Market Street, Dallas, Texas
GSW Arlington Warehouse: Great Southwest Industrial District, Arlington, Texas
Member: American Warehousemen's Association—National Furniture Warehousemen's Association—Southwest Warehouse Association

Gus K. Weatherred, Director

J. C. Aspinwall, Jr., Executive Vice-President

C. E. Bradley, Sr., President

W. C. Hudlow, Jr., Vice-President and Treasurer

SALT LAKE CITY, UTAH

Distributors of Furniture & Appliances Exclusively

NOYCE TRANSFER CO.

736 West 3rd South, Salt Lake City, Utah

We don't want ALL the carload distribution JUST YOUR'S

NORFOLK, VA.

Fine Warehousing Since 1911

Security Storage and Van Co.

500-530 FRONT STREET

COLLECTIONS • POOL CARS • DISTRIBUTION

MOTOR VAN AND LIFT VAN SERVICE

Member Nat'l F.W.A. Allied Van I

SALT LAKE CITY, UTAH

Your Gateway West

Warehouse Distribute Transload with REDMAN

1. Fully trained personnel.
2. 90,000 feet, D&RGW Salt Lake City. 10 car, 8 truck spots.
3. 35,000 feet household goods storage, suburban Salt Lake City Agent, Bekins Van Lines.
4. 15,000 feet Ogden. U.P., 4 car, 3 truck spots
5. Flexible operation geared to you.
6. Local cartage and pool car distribution.
7. Members AWA, NFWA, Utah Warehousemen's Association, Utah Motor Transport Association
8. Favorable Personal Property Tax rates in Utah.

Represented By: Associated Warehouse Companies

REDMAN Van and Storage Co.

136 South 4th West • Salt Lake City, Utah

175 West 26th Street • Ogden, Utah

Phone DA 8-8581 Teletype No. SU41

NORFOLK, VA.

Member of A.W.A.

IN NORFOLK, SOUTHGATE PROVIDES COMPLETE WAREHOUSING AND DISTRIBUTION SERVICE

- Fireproof Concrete Buildings
- 400,000 Square Feet
- 30 Rail Cars—50 Trucks
- Palletized and Mechanized
- Pool Car Distribution
- Local and Inter-City Trucking
- Free Switching—All Railroads
- Customs Bonded Space
- Low Insurance—17½¢ to 35¢
- Deepwater Pier
- Teletype Service
- Mechanical Inventory Control

SOUTHGATE TERMINAL WAREHOUSE CO.

Foot of Tazewell St.—Tel. MAdison 5-6561

Norfolk 1, Virginia

Represented by American Chain of Warehouses, Inc.

In New York—call John W. Torreforte 250 Park Ave. YUkon 6-7722

In Chicago—call Henry H. Becker 53 W. Jackson Blvd. HArrison 7-3688

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SERVING Metropolitan Washington, D. C. Virginia and Maryland

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TRANSFER & STORAGE

JAckson 7-1122

3251 NO. WASH. BLVD. ARL., VA.

4 warehouses to serve you

Hours—8 to 6 PM (900,000 C.F.)

9 PM on prior request

FOR:

Storage In Transit (palletized)
Household Goods Storage
Moving—heavy hauling
Commercial Warehousing/Distribution
Car Unloading—C&O-PENN-B&O
Overseas shipping—Receiving—Delivery
Office Transfers

Consign your loads to NEWLON—small—large—Govt. or C.O.D.

Your customer—your shipment—and your MONEY are safe with us

Appliance deservicing, claim investigation & repairs—part of our services

EARL NEWLON
Director—M&WAA
Secretary—VA-M&WA
Past Pres.—NO. VA-M&WA

Let us prepack your shipments from this area (including appliance Servicing)

Spotlight . . .

(Continued from Page 200)

The Miss Bloomington float in the recent Minneapolis Aquatennial was sponsored by **C-A-T Worldwide Moving.**

Wakem and McLaughlin, Inc., Chicago, is now the exclusive Chicago member of **Associated Warehouses, Inc.**

The Lackawanna Cold Storage Division of Beatrice Foods Co., Scranton, Pa., has finished its 25,000 lb per day blast freezer for reaching temperatures of minus 30 deg F.

A new fish freezing building for **Bellingham Cold Storage Co.**, Bellingham, Wash., is now complete. It is a 4000-ton addition to the cold storage warehouse.

Forty thousand pounds of shrimp daily can be handled by **Jefferson Cold Storage's** new blast freezer in New Orleans, La.

A new through-container moving service for military personnel was formed recently as **Liberty Pac International Corp.**, 43 West 64th St., New York, N. Y. Marshall Safir is president.

A program of "on the van" training is being used by **United Van Lines** to acquaint its zone manager-dispatchers with all phases of long distance moving. Each United manager will eventually accompany a driver on an over-the-road trip.

Florida Bonded Warehouse, Inc., held its grand opening recently in Cocoa, Fla. Operator of a 10,200 sq ft warehouse, the firm offers drayage between Cocoa and Cape Canaveral.

Trojan-Pixley in Los Angeles, Calif., is now operating under the name **Trojan Furniture Express.**

The national credit organization of

Four Movers Now One

A recent West Coast merger has left four moving and storage companies as one with Gerald W. Smyth as president. The new company, Smyth Van and Storage Co. of California, Inc., is an amalgamation of four Smyth moving concerns in Honolulu, Los Angeles, San Francisco. Other officers include Warren W. Schumacher, executive vice president; R. L. Johnson, secretary-treasurer; and Ruth Morrell, assistant secretary.

—DA—

Hilton Carte Blanche recently signed a contract with **Portland Moving and Storage Co.**, Oregon. Local and intrastate moving and storage facilities will be available on a charge basis.

(*Please Turn to Page* 207)

SEATTLE, WASH.

Mail Address: 1461 Elliott Ave. West

MARTIN VAN LINES, Inc.

Household Goods Storage—Long Distance Moving

Pool Car Shipping and Distribution

SEATTLE, WASH.

1885-1960 Our 75th Anniversary

SEATTLE TRANSFER & STORAGE CO.

2 HANFORD ST. SEATTLE 4, WASH.
Phone: MUtual 2-2900 TWX: SE 772
Lloyd Transfer Co. Standard Warehouse Co., Inc.
Pool Car Division—Storage Division
Member of AWA

SEATTLE, WASH.

TAYLOR-EDWARDS WAREHOUSE & TRANSFER CO., INC.

1020 Fourth Avenue South Seattle 4
WAREHOUSING • DISTRIBUTION • TRUCKING
Represented By
DISTRIBUTION SERVICE, INC.
New York—Chicago—San Francisco

SPOKANE, WASH.

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WAREHOUSING • DISTRIBUTION • TRUCKING
Represented By
DISTRIBUTION SERVICE, INC.
New York—Chicago—San Francisco

CHARLESTON, W. VA.

Established — 1907

MATHEWS STORAGE WAREHOUSES

Household Goods — Merchandise
Pool-Car Distribution

Situated in the midst of one of the liveliest commercial and industrial centers in the United States.

Local & Long Distance Moving Service

AGENT: AERO MAYFLOWER TRANSIT CO.
Railway Siding — N.Y.C. Ry., C&O, B&O, Virginian Railways
Member: AWA - NFWA - SEWA - HHG Con. - WVa. MTA

WHEELING, W. VA.

J. E. MILLER Transfer & Storage Co.

1508-14 McCOLLOCH ST.
Pool Car Distribution, Sorting, Boxing & Crating
MODERN STORAGE AND DISTRIBUTION FACILITIES
LARGE MOTOR TRUCK FLEET
Est. 1880 G. E. Miller, Pres.
Member of NFWA—ATA—WVMT
Agent for Allied Van Lines, Inc.

BELOIT, WIS.

Agent for North American Van Lines, Inc.

BRUNER TRANSFER & STORAGE

804 Colby St. Beloit, Wis.
Two story warehouse—cement block construction
Public siding—CMStP&P and C&NW
Principal storage—new and used furniture, household goods and appliances
Will handle general merchandise

ASSOCIATED WAREHOUSES awi INCORPORATED

HUNTINGTON, W. VA.

Service Warehouse Corp.

550 27th St. JAckson 5-1242

RAILROAD SIDING—C&O
Track Capacity—10 cars—Truck Dock—8 spot

STORAGE AREA—73,000 Square Feet—18 Foot Ceiling Height
Merchandise Storage—Specialize Food Products—Transit Storage—Distribution Center Warehousing

FACILITIES & EQUIPMENT—Modern, one-story concrete & masonry building—Sprinklered—Modern specialized fork lifts—Palletized storage—ADT.

DELIVERY SERVICE—Local delivery service—Overnight delivery within 300 mile radius

SPECIAL SERVICES—A modern transit storage distribution center—Backhaul privileges to Kenova, Catlettburg & Barboursville

Service Warehouse Corp.

EST. 1957

GREEN BAY, WIS. ESTABLISHED 1903

LEICHT TRANSFER & STORAGE CO.

1401-55 S. STATE ST. • GREEN BAY • WIS. •

Merchandise Storage
Pool Car Distribution
Transit Storage
Household Goods Storage
Heated—Unheated—Yard Storage
Waterfront Facilities
Stevedore Services

U. S. Customs, State and Public Bonded
70 Car Track Capacity
Modern Handling Equipment
Private Siding on C&NW CMStP&P, GB&W Lines
Reciprocal Switching all lines

Complete local and over-the-road truck services with 70 units of all types of equipment, including low-bed trailers, winches and cranes.

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HANSEN STORAGE

OF MADISON, INC.

MODERN ONE STORY OPERATION

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AMERICAN WAREHOUSE CO.

General Office—525 E. Chicago St.

3 Clean Well-Equipped Warehouses
Pool Car/Truck Distribution Specialists

Customer Preference—Our Best Reference
Private Siding: C & NW Ry.
3rd Ward Dist.

HANSEN STORAGE CO.

124 N. JEFFERSON ST.
MILWAUKEE, WIS.

WISCONSIN'S LARGEST AND MOST MODERN

AFFILIATE — HANSEN STORAGE OF MADISON INC.

National Warehouse Corp.

MILWAUKEE'S FINEST

A SOLID BLOCK OF RESPONSIBLE WAREHOUSING

ALSO LEASE RENTALS OF WHOLE BLDGS. OR PARTS

SO. WATER & E. BRUCE STREETS

MILWAUKEE, WIS.

The Choice of Those Who Know

TERMINAL STORAGE CO.

110-112 W. Seeboth St., Milwaukee 4, Wis.

Wisconsin's largest combined cold and general merchandise.

Located in the metropolis of the rich Wisconsin consumer market.

Strategically situated for distribution to the north, east, south and west.

Exclusive truck loading and unloading zone, directly on C., M., St. P. & Pac. Road with extensive private siding and connections with C. & N.W. Road, Soo Line, Pere Marquette and Grand Trunk Ferries.

Transportation facilities adequate for nationwide, Milwaukee metropolitan and Wisconsin receipts and deliveries.

THE MILWAUKEE WAREHOUSE WITH COLD AND GENERAL STORAGE

Member of Wis. W.A.—National Ass'n of Refrigerated Warehouses

SUPERIOR, WIS. C. P. Rookey, Pres.

SUPERIOR WAREHOUSE COMPANY

1417 Banks Ave. Superior, Wis.

EXport 4-7736

Merchandise and Household Goods

CASPER, WYO. *Established 1918*

NATRONA TRANSFER STORAGE & FUEL CO.

136 W. B. St., P. O. Box 573

Commercial & Household Goods Storage
Packing Crating Shipping
Pool Car Distribution
Private Siding C.B.&Q.R.R.

Consign Shipments to C.B.&Q. & O.&N.W.R.R.
Member N.F.W.A.—Agent A.V.L.

TORONTO, ONT. Established 1913

TORONTO'S LARGEST
Merchandise Storage and Distribution Specialists

HOWELL WAREHOUSES LIMITED

Head Office: 156 FRONT ST. WEST, TORONTO, CANADA
Telephone: EMpire 4-0111
Member of Canadian Warehousemen's Association
Represented by Allied Distribution, Inc.—Chicago, Ill., & New York, N. Y.

TORONTO, ONTARIO

TERMINAL WAREHOUSES LIMITED

1,000,000 Square Feet
Merchandise Storage

Refrigerated Storage
Office Space
Stevedoring
Rail Sidings
Fireproof

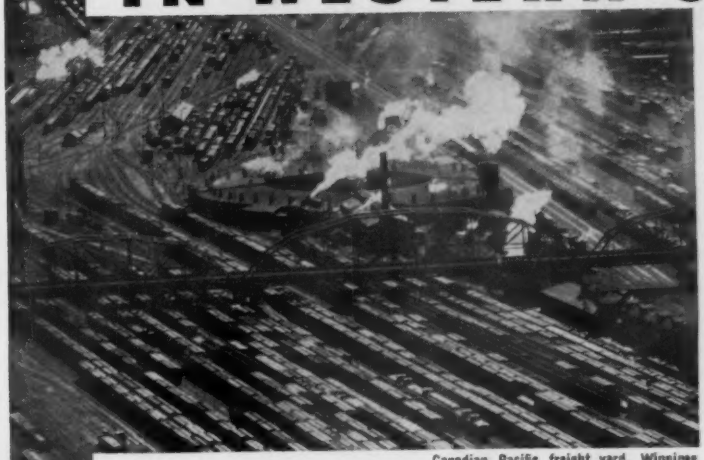
Field Warehousing
Cartage

Free Switching
Lowest Insurance

207 Queen's Quay - EM: 3-3411

IN WESTERN CANADA

IT PAYS TO HAVE THE RIGHT CONNECTIONS!



Canadian Pacific freight yard, Winnipeg

Manitoba Cartage in Winnipeg is the largest pool car forwarder in Western Canada with excellent service to all major distributing points. Our warehouse facilities are the most modern in the West . . . fully palletized . . . sprinklered . . . lowest insurance rates . . . private covered sidings.

Agents for
- Acme Fast Freight Inc., Chicago, Ill. Pool car service to Winnipeg and Western Canada
- Interline Forwarding Co. Ltd. Regular pool car service from Montreal and Toronto to Winnipeg and Western Canada
- Authorized Cartage Agents Canadian Pacific Railway

IN EDMONTON, ALBERTA CONTACT WESTERN CARTAGE & STORAGE—WAREHOUSING and DISTRIBUTION SPECIALISTS

Western
CARTAGE & STORAGE
EDMONTON ALBERTA

MANITOBA CARTAGE & STORAGE LTD.
MANITOBA HOUSE WINNIPEG, MANITOBA

TORONTO, ONT.

ENQUIRIES INVITED

TORONTO STORAGE CO. LIMITED
(Established 1916)
2/16 Berkeley St. Toronto 2, Ont.
General Merchandise—Bonded & Free
1,500,000 cubic feet. Sprinklered.
Private Siding. Efficient Loading Facilities
Company Owned Trucks.
Members of Canadian Warehousemen's Association.
"Our Clients do the selling—we do the rest."

MONTREAL, QUE.

ST. LAWRENCE WAREHOUSE INC.
8-VAN HORNE AVENUE, MONTREAL, CANADA
200,000 SQ. FT. OF MODERN FIREPROOF SPACE LOCATED IN THE EXACT CENTER OF THE CITY OF MONTREAL
Canadian Customs Bonded. Private Siding — 8 Car Capacity — Free Switching — All Railroad Connections
Represented by
ALLIED DISTRIBUTION, INC.
CHICAGO, ILL. NEW YORK, N. Y.

REGINA, SASK.

PHONE: JORDAN 9-3821

REGINA CARTAGE & STORAGE CO. LTD.
SERVING SASKATCHEWAN SINCE 1909
2226 DEWDNEY AVENUE, REGINA, SASK.

Fully palletized, sprinklered and non-sprinklered warehouses. Private sidings with free switching both Canadian Pacific and Canadian National R.R.'s. Pool car distribution agents for firms in all major Canadian cities and Chicago. City delivery service. Low insurance. Cartage agents C.P.R.

Member:
Canadian Warehousemen's Association

Spotlight . . .

(Continued from Page 207)

Men in the Spotlight

Herbert G. Porter—named general sales manager, Bekins Van and Storage Co.

George V. Ehrhardt — appointed East Coast sales manager-exhibits and HVP, North American Van Lines, Inc., Fort Wayne, Ind. **Stephen K. Morse** — appointed New York sales manager. He owns Morse Moving Co.

Calvin D. Pease—named manager-merchandising, North American Van Lines, Inc., Fort Wayne, Ind.

C. C. Lattimer — appointed executive vice president, Overmyer Warehouse Co., Toledo, Ohio.

Charles E. Swann — new national sales manager, Burnham Van Service, Columbus, Ga.

Daniel E. Judd, Jr.—acquires controlling interest in Gilbert Storage and Transfer Corp., Lynchburg, Va. He is its president and treasurer.

Robert Manier—placed in charge of Aero Mayflower Transit Co's. new sales district in Kansas, Oklahoma, Missouri, and Arkansas.

Recommendations on strength of materials and design requirements for constructing walls and partitions of potato storages are given in Pressures on Walls of Potato Storage Bins, new report from the Agricultural Marketing Service, Washington 25, D. C.

—DA—

Ramon E. Pontones—new controller, Atlas Van Lines, Inc., Evansville, Ind.; **Merle F. Farren**—general accounts supervisor.

E. Gordon Scott—appointed vice president, Global Van Lines, Los Angeles, Calif.

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Phone

the D-C terminal nearest you for Guaranteed dependable service!

TERMINALS

Albany, New York	UN 9-8416
Buffalo, New York	RE 3910
Chicago, Illinois	LA 3-7440
Cleveland, Ohio	SH 9-1666
Colorado Springs, Colorado	ME 2-1486
Denver, Colorado	DU 8-4567
Detroit, Michigan	VI 3-9505
Evansville, Indiana	HA 3-6487
Kansas City, Missouri	HU 3-9343
Los Angeles, California	AN 8-8211
Louisville, Kentucky	ME 6-1361
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OFFLINE SALES OFFICES

Boston, Massachusetts	NO 7-3401 (Norwood, Mass.)
Cincinnati, Ohio	HU 1-8165
Dayton, Ohio	BA 2-5082
Milwaukee, Wisconsin	DI 2-4110
Nashville, Tennessee	AL 5-3528
New York, New York	WI 7-6968
Philadelphia, Pa.	LO 4-1360 (Springfield, Pa.)
Portland, Oregon	CA 2-4500
Rochester, New York	OL 4-8680
San Francisco, California	UN 1-4331
South Bend, Indiana	CE 4-1393
Washington, D. C.	TA 9-4040

DENVER CHICAGO TRUCKING CO., INC.
The ONLY direct coast-to-coast carrier!

Financial Responsibility & Stability

D-C's growth has been rapid but sound, dating from 1932 and a two-truck operation between Denver and Chicago. For the past 10 years, D-C has been a nation-wide system with 18 terminals serving points reaching to both coasts. Revenues in 1959 surpassed $40,000,000. Tangible evidence of D-C's financial responsibility is cargo and liability insurance of $5,000,000 per unit—a further guarantee of reliability.

Dependability

Shippers have relied on D-C for almost 30 years. Their confidence in us has been largely responsible for our rapid growth. This confidence stems from experience and is your assurance that your shipment, whether large or small, will be handled with care and delivered swiftly.

Our Guarantee *to you:*

D-C offers you only one kind of service—the best! Whether you're shipping a full trailer load or a small carton—whether the destination is 30 or 3000 miles distant—your shipment is entitled to, and *we guarantee it will get*, the same personal attention and careful handling.

Rigid standards of SAFETY

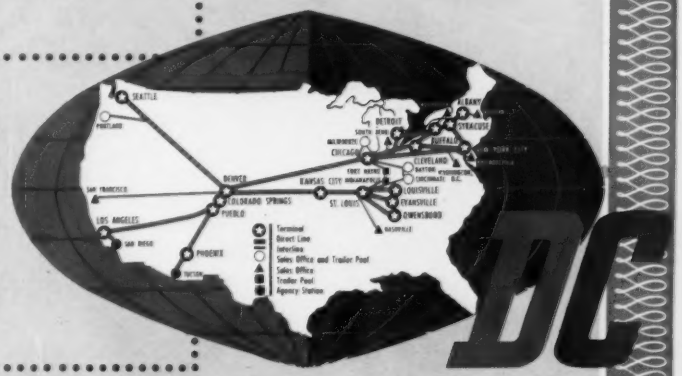
D-C's safety record is consistently among the highest—with award after award a tribute to the skill of D-C drivers. Freight handling practices are constantly being reviewed and revised—handling facilities improved. For years claim-free shipments have averaged well above 99%—your guarantee of safe handling of your shipment.

One-carrier direct service coast-to-coast

D-C's 10,814 mile coast-to-coast system is under single-company ownership and management—giving you true one-carrier direct service. No divided responsibility on service between points served by D-C. One-carrier control and one-carrier handling avoids delay—speeds your shipment—a further guarantee of speedy, safe delivery.

Skilled personnel with personal interest in You

D-C employees are dedicated to this one objective—*to serve you!* From the sales representative who contacts you to the driver, the dockman, the rate clerk, the supervisor and management—each has a friendly, personal and sincere interest in you and the careful handling of your shipment.



Modern, safe equipment

D-C's fleet numbers well over 2,000 highway units. All are kept in top-operating condition by periodic inspections and service checks. Maintenance facilities are located at key points on the system, manned by skilled mechanics. D-C road equipment is new and diversified—to serve both your routine and special shipping needs.

For the finest and fastest in truck service nation-wide—always specify D-C . . . the Dependable Carrier!

DENVER CHICAGO TRUCKING CO., INC.

The ONLY *direct coast-to-coast carrier!*

Here's a brand new reason why you should see your Automatic Dealer...

New center-control stand-up model maneuvers in tight areas

Now you can have the dependability and performance of Automatic trucks in a new compact, convenient center-controlled model. Operator of new Model FFC stands on a platform ahead of the battery. Getting on or off is easy from either side, and he enjoys maximum safety and visibility; even high-type batteries can be substituted without blocking vision. Using one lever, operator can lift and tilt load at same time or control each function independently.

Compact, easy to maneuver, ideally suited for congested areas, the new Model FFC not only offers the greater economy of electric drive over straight gas, but means clean, fume-free operation and low maintenance. Automatic's own Class H motors last longer because they're protected from burn-out by special silicone insulation. Available in 2000 and 3000 lbs. capacities.

Model FFC is in good company. It joins one of the broadest lines of lift trucks in the industry. With this broad line, your Automatic Dealer can give you professional, *unbiased* advice on materials handling. Call him. **WRITE TODAY FOR BULLETIN ON NEW MODEL FFC TRUCK.**

AUTOMATIC

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Division of The Yale and Towne Manufacturing Company
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Circle No. 21 on Card, Facing Page 144, for more information